CITY OF MOUNTAIN VIEW

DRAFT INITIAL STUDY CHECKLIST (ENVIRONMENTAL IMPACT ASSESSMENT)

450 North Whisman Road

July 2007

Prepared for:

City of Mountain View
Community Development Department
500 Castro Street
Post Office Box 7540
Mountain View, CA 94039-7540
(650) 903-6306

This statement is prepared in compliance with the California Environmental Quality Act

TABLE OF CONTENTS

Tables

Figures

CITY OF MOUNTAIN VIEW
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
INITIAL STUDY

I. INTRODUCTION

This Initial Study evaluates the potential environmental effects of constructing 69 attached rowhouses at 450 North Whisman Road, between Walker Drive and Sherland Avenue. This project site is currently vacant, but was formally a horticulture nursery. The site includes an 80-foot wide east-west utilities easement through the middle of the parcel. The easement holds two Hetch Hetchy pipes, and provides trail access to the Sevens Creek Trail. A more detailed description of the proposed project is provided below in I.F, *Project Description*.

A. Project Address and Title:

Address: 450 North Whisman Road, Mountain View, CA
Title: 450 North Whisman Road

B. Lead Agency Name and Address:

City of Mountain View
Community Development Department
Post Office Box 7540
Mountain View, California 94039-7540

C. Contact Person and Phone Number:

Peter Gilli, Deputy Zoning Administrator
Telephone: (650) 903-6306

D. Project Sponsor's Names and Addresses:

KMJ Urban Communities, LLC
1924 Fourth Street
San Rafael, CA 94901

E. General Plan Designation and Zoning:

General Plan: Medium-Low Density Residential (7-12 units/acre)
Zoning: R2 (One and Two Family)

F. Project Description: *See attached.*

G. Location of Project: *See attached.*

PROJECT DESCRIPTION:
450 North Whisman Road

Proposed Project

KMJ Urban Communities, LLC (applicant) has submitted an application to the City of Mountain View to construct 69 attached rowhouses at 450 North Whisman Road, located on a block bounded by Murlagan Avenue to the north, North Whisman Road to the east, Sherland Avenue to the south, and Tyrella Avenue to the west. This construction would be consistent with current General Plan and Zoning designations. **Figure 1** identifies the project location and **Figure 2** provides the proposed site plan.

The project would provide approximately 69 three-story attached rowhomes, each of which would include a two-car garage.[1] The buildings would be configured in six separate clusters, each of which would contain between ten and fourteen rowhomes. **Table 1**, below, provides a summary of the proposed development:

TABLE 1
PROJECT SUMMARY

Project Characteristic	No. of Units and/or Sq. Ft. (Acres)
Total No. of Units	69 units
Total No. of Parking Spaces	177 (including 39 guest parking spaces)
Total Site Area*	6.44 acres

Source: KMJ Urban Communities, 2007.

Vehicular access to the proposed dwelling units would be provided via Hawthorne Lane (a proposed internal roadway that would be accessed from North Whisman Road), and other internal driveways that would be accessed via Hawthorne Lane. Pedestrians would be able to access the site from this entry as well as via a multi-use trail connected to Tyrella Road. The project would be required to conform to the Rowhouse Design Guidelines (2005), which establishes development standards for rowhouses in the City. Each unit would include a porch; all garages would be accessible from the rear of the unit located along a system of rear access driveways (see Figure 2: Proposed Site Plan).

The site would be divided into two sections, separated by an internal east-west roadway that would terminate with a cul-de-sac. Four of the six rowhouse clusters would be located on the north side of this roadway, and two clusters would be located to the south. In total, 47 dwelling units would be located on the north side of the internal roadway and 22 on the south side. Two one-way access roads would provide entry to the rear of the rowhomes where garages would be located. Buildings would be oriented along the north-south axis with front facades oriented towards Hawthorne Lane, with the exception of the cluster of

[1] The parking spaces in the rowhouse units are side-by-side spaces.

eleven units in the northwestern corner that would face an internal one-way road. Open space areas would be provided in the form of landscaped lawns located along the north and south sides of Hawthorne Lane, a central court, a tot lot and a proposed 0.73-acre public park. In total approximately 53 percent of the site would be dedicated to open space.

Pedestrian and bicycle access to the Hetch-Hetchy Multi-use Trail would be maintained through the site with the development of the project. The trail would continue to transverse the site in an east-west direction along the southern side of the internal roadway (Hawthorne Lane). As noted above, the trail would be buffered with light landscaping from the internal roadway and rowhomes. West of the cul-de-sac, where the project site narrows, the trail would be surrounded by low-water use groundcover to match the portion of the trail between Tyrella Road and Easy Street to the east.

Pedestrian sidewalks are proposed along the entire development frontage with connections to North Whisman Road and Tyrella Road. A north-south paseo would connect the north side of the development with the south with textured crosswalks and mini-plazas at both ends. Textured crosswalks are also proposed for roadway crossings at the project entrance, and crossings with in the development. Internal sidewalks would be a minimum of four feet in width.

As part of the proposed project, the site would be cleared and graded. In addition, the proposed construction would require a Heritage Tree Removal Permit for removal of one heritage tree onsite. The project would also require a Planned Unit Development permit for the site and a tentative map to eliminate existing property lines and to create new individual parcels.

Project Site and Vicinity

Project Site

Located in the South Bay Area, in central Mountain View, the irregular-shaped project site (see Figures 1 and 2) is less than half a mile from U.S. Highway 101, approximately 0.75 miles from State Route 85, and approximately one mile from State Route 237, near the Sunnyvale border. The site is bounded by North Whisman Road on the east, Tyrella Road on the west and existing residential areas on the north and south. The site is currently vacant, although a nursery (horticulture) was formerly located on the lot. A segment of the Hetch-Hetchy Multi-use Trail traverses the site in an east-west direction over a San Francisco Public Utilities Commission (SFPUC) utilities easement. The utilities easement houses two pipelines in an 80 foot easement.

Site Vicinity

Primarily residential uses surround the project site on the north, south and west. The area across Whisman Road to the east is developed with office parks, commercial, and other light industrial land uses. The site is also located southwest of the Fairchild Semiconductor Corporation, which is located in the Middlefield-Ellis-Whisman (MEW) Study Area. Across North Whisman Road is the commercial development known as The Vineyard (425-493 North Whisman Road) and The Quad that houses Hewlett-Packard Invent (369-399 North Whisman Road).

Land uses within a few miles of the site include the Sunnyvale Municipal Golf Course, approximately one mile east of the site, and San Francisco Bay, which is approximately 2.5 miles to the north. Moffett Field

site ?

Site is located within the MEW Superfund Study Area

- overlies groundwater contamination

and the Ames NASA Research Center are located across U.S. 101, approximately 0.5 miles north of the site. The City of Sunnyvale is approximately one mile east of the site.

Whisman Road provides local access to East Middlefield Road and the Central Expressway, which are located approximately one quarter mile and one mile south of the project site, respectively. Regional access to the project site is provided by State Routes 85 and 237, which are located 0.75 miles west and approximately one mile southeast of the project site, respectively.

Approval Requirements

The following discretionary actions are required by the City of Mountain View in order to approve the proposed project:

Planned Unit Development Permit
The applicant is seeking a permit for a Planned Unit Development in order to develop the project site as one development site and depart from the standards applied to single parcel development. The PUD would allow the site to be developed as a whole or in phases, with different development types, common open space and walkways design to create a community feeling within the development.

Tentative Map Approval
As noted above, the applicant is seeking approval of a tentative map that would eliminate existing parcel lines and create new parcels for individual rowhouses.

Heritage Tree Removal Permit
The applicant proposes to develop the site with 69 residential units, which would require the removal of one Heritage Trees on the site. This will be further evaluated during the development review process.

Measures Required by the General Plan and Municipal Code

In many cases, federal, state and local regulations and laws work to reduce the environmental effects of a project that would, without these regulations, be significant environmental impacts. Because compliance with these regulations is a matter of law, in many cases environmental impacts will be reduced to a less-than-significant level. Any regulations designed to reduce environmental impacts are documented and incorporated by reference in this Initial Study within the relevant impact discussions. Following is a list of the various regulations that projects are subject to depending on the scope of the project:

- Uniform Building Code
- R2 (One- and Two-Family) Standards and Guidelines
- Planned Unit Development (PUD) Permit
- General Plan
- General Plan EIR
- CA State Codes

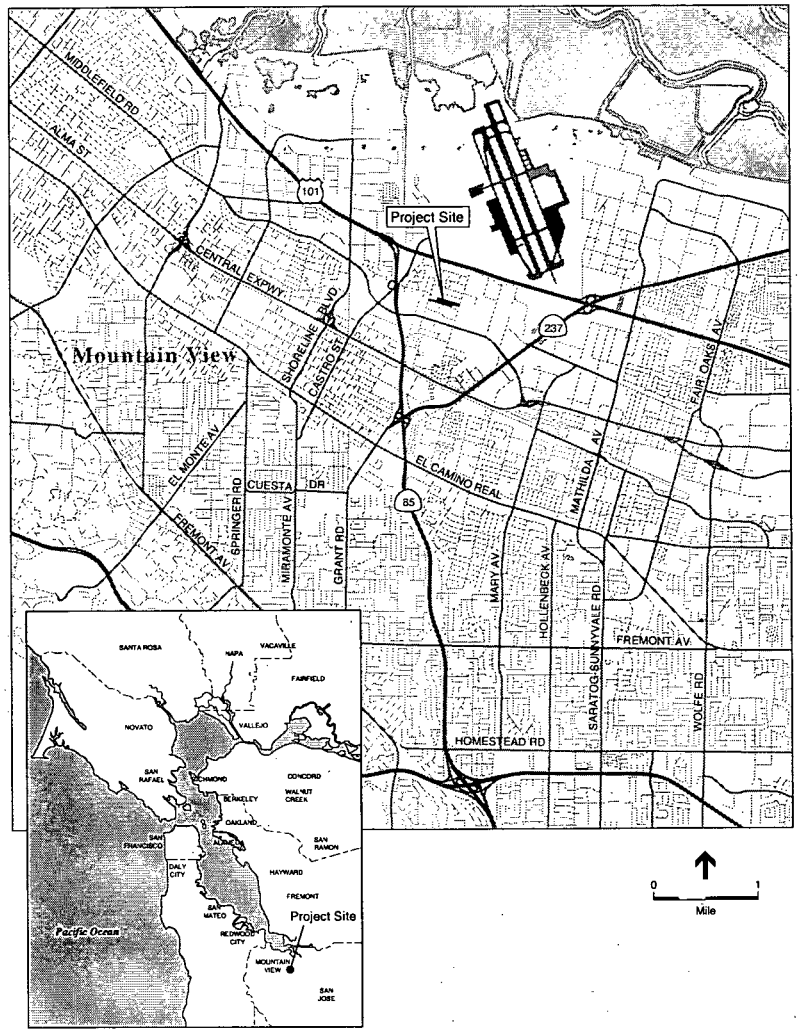
- City of Mountain View CEQA Guidelines
- City Municipal Code
- Assembly Bill 939
- Senate Bill 50
- Below Market Rate Housing Program
- Bay Area Air Quality Management District Rules and Regulations
- National Pollution Discharge Elimination System Requirements
- Santa Clara Valley Urban Runoff Pollution Prevention Program Guidelines
- San Francisco Bay Area Regional Water Quality Control Board Requirements
- California Department of Toxic Substances Control regulations

The following table is a summary of all the Mitigation Measures Required as a Matter of Law in the City of Mountain View, which specifically pertain to the proposed project.

TABLE 2
Mitigation Measures Required by the City of Mountain View

Section	Mitigation Number
Geophysical	MV-1
Hydrology and Water Quality	MV-2, MV-3
Air Quality	MV-4
Transportation/Traffic	MV-5
Biology	MV-6
Hazards	MV-2
Noise	MV-7, MV-8
Cultural Resources	MV-9, MV-10
Recreation	MV-11

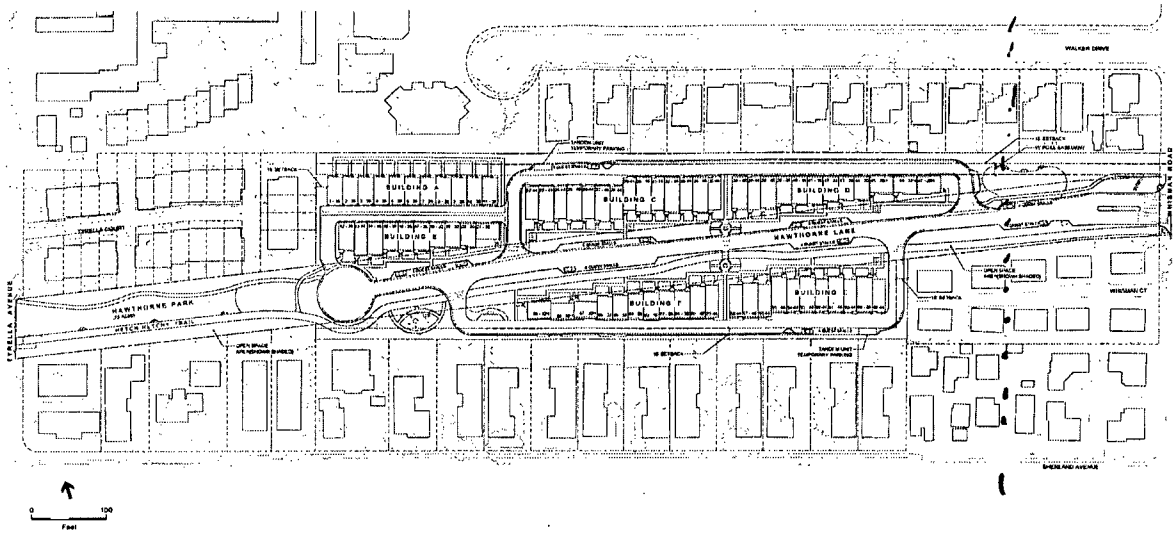
In cases where a significant environmental impact remains after compliance with all applicable laws and regulations, additional mitigation measures are provided to reduce impacts to a less-than-significant level. Therefore, this document identifies two types of mitigation measures:
(1) Mitigation Measures Required as a Matter of Law by the City of Mountain View and
(2) Additional Mitigation Measures Required Resulting from this CEQA Review.



SOURCE: ESA

450 N Whisman . 206346

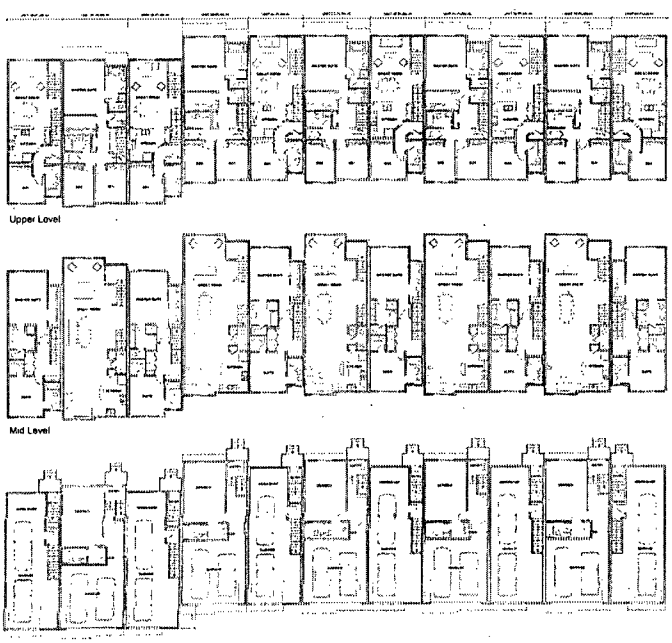
Figure 1
Project Site Location



SOURCE: Forsher + Guthrie

450 N Whitman . 206346

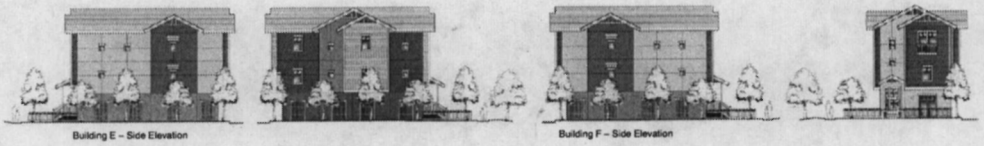
Figure 2
Proposed Site Plan



SOURCE: Forsher + Guthrie

450 N Whitman . 206346

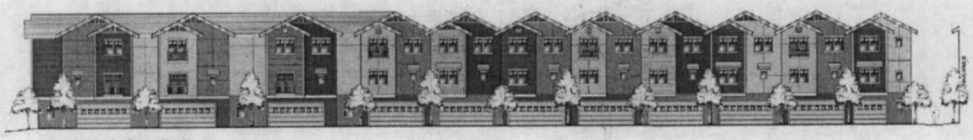
Figure 3
Typical Floor Plans Proposed
(Building Pod E)



Building E – Side Elevation

Building F – Side Elevation

Building F – Entry Elevation

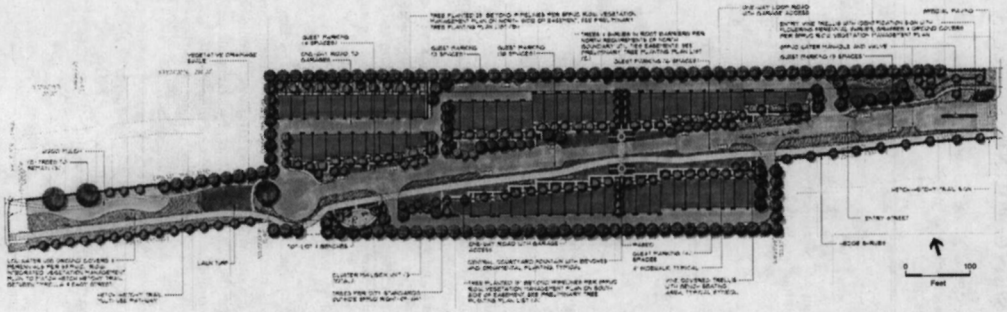


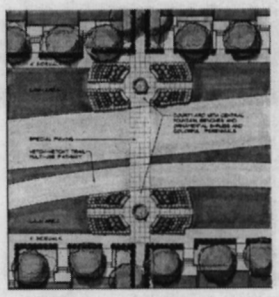
Building F – Garage Elevation

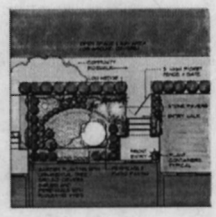
SOURCE: Forsher + Guthrie

450 N Whisman . 206346

Figure 4
Typical Elevations Proposed
(Building Pods E and F)







SOURCE: Thinberme Design Studio

450 N Whisman . 206346

Figure 5
Landscaping Plan

II. ENVIRONMENTAL CHECKLIST AND DISCUSSION OF POTENTIAL EFFECTS

This section includes the Environmental Checklist required by CEQA, an explanation of responses made to questions on the checklist, mitigation measures necessary to reduce impacts to less than significant levels, and a finding as to the significance of each potentially adverse impact after mitigation.

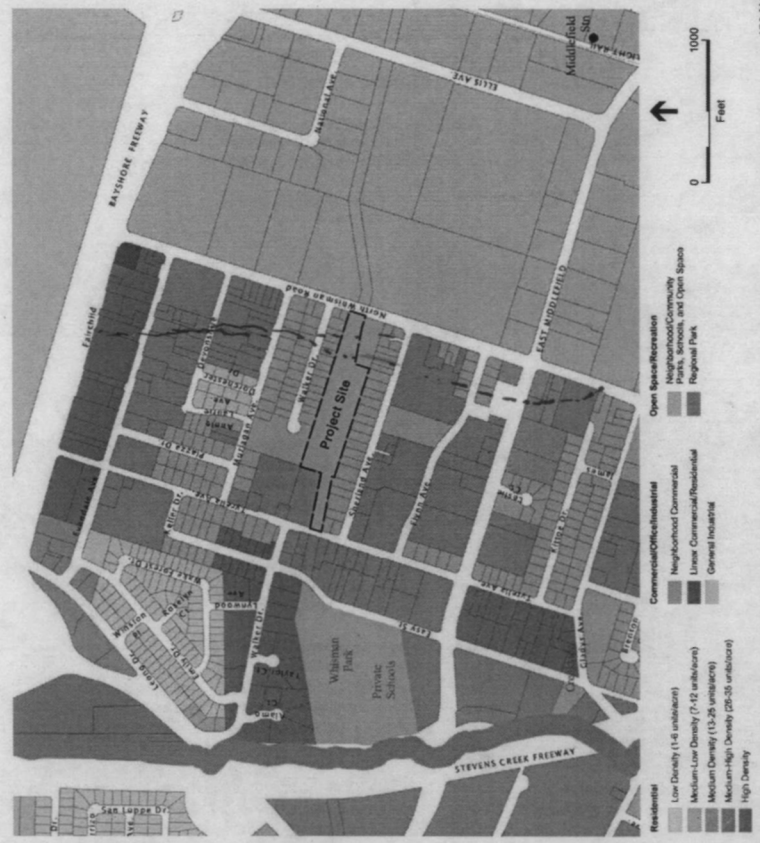
A. LAND USE & PLANNING

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Result in conflicts with existing General Plan designation or zoning.	☐	☑	☐	☐	1, 3, 4
2. Conflict with environmental plans or policies adopted by agencies with jurisdiction over the project.	☐	☑	☐	☐	3
3. Affect agricultural resources or operations (e.g., soils or farmlands).	☐	☑	☐	☐	2, 5
4. Disrupt or divide the physical arrangement of a community.	☐	☑	☐	☐	1, 4, 5

Comment to A.1: The proposed project would result in the construction of 69 attached rowhouses. The development would yield approximately 10.7 units per acre, which would conform to the existing General Plan Land Use designation of Medium-Low Density Residential (7-12 units per acre). The project also conforms to the existing R2 Zoning (One and Two Family), which allows for the creation of rowhouses provided that the total density (dwelling units per acre) of the project is equal to or less than the allowed density of the applicable zone district (see Figure 3: General Plan Designation and Figure 4: Zoning Designation). The proposed project would comply with this requirement. R2 zoning for a property of this size would allow a maximum of 77 units. The proposed project, at 69 units, is roughly 90 percent of the maximum density allowed for this site.

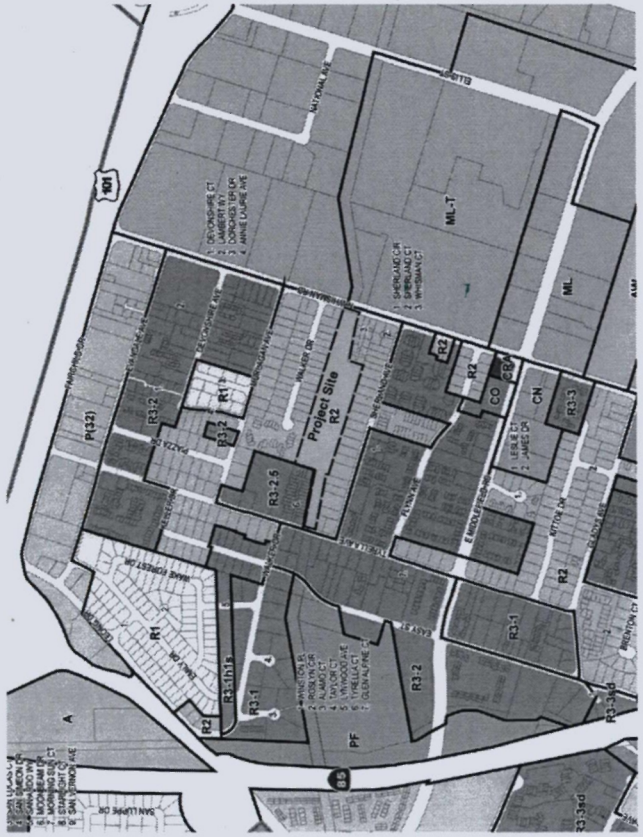
The proposed number of parking spaces (138 garage parking spaces plus 39 additional guest parking spaces) would exceed the City zoning requirement for residential development (2 spaces per unit plus 0.3 guest spaces per unit). The proposed development of the site with three-story rowhouses would be consistent with the types of residential buildings allowed in the R2 zoning district, which encourages construction of a variety of housing types, heights and overall densities, including single-family, duplexes, townhouses, and mobile homes.

The project is adjacent to Medium-Low Density Residential land uses on the north and south and Medium Density Residential to the west. A large area of General Industrial is located across Whisman Road to the east. The site vicinity includes the following Zoning districts: R2 (One and Two Family), R3-2.5 (Multiple-Family Residential), and ML-T (Limited Industrial).



450 N Whisman . 206346
Figure 6
General Plan Land Use Designations in Project Site Vicinity

SOURCE: City of Mountain View



450 N Whisman . 206346
Figure 7
Zoning Designations in
Project Site Vicinity

SOURCE: City of Mountain View

Adjacent land uses are primarily residential on the north, south and west. The area across Whisman Road to the east is developed with office parks, commercial and other light industrial land uses. The project site is located southwest of the Fairchild Semiconductor Corporation, which is located in the Middlefield-Ellis-Whisman (MEW) Study Area. Across North Whisman Road is the commercial development known as The Vineyard (425-493 North Whisman Road) and The Quad that houses HP Invent (369-399 North Whisman Road).

Adopted in December, 2002, the Mountain View Housing Element contains comprehensive housing objectives and policies that apply citywide. The proposed project would support city housing policies by adding a net of 69 units to the overall housing supply, and by redeveloping land already zoned for residential use. Furthermore, the applicant, KMJ Urban Communities, LLC, would be required to provide affordable units within the new development or pay an in lieu fee for the Below Market Rate (BMR) home program. Other relevant policies include:

Policy 1:	Ensure that adequate residential land is available to accommodate the new construction needed to meet ABAG's Fair Share Housing Needs.
Policy 2:	Encourage a mix of housing types, including higher-density and lower density housing.
Policy 5:	Encourage the development of new ownership housing.
Policy 8:	Provide a variety of affordable housing opportunities for lower and moderate-income households.
Policy 19:	Maintain and improve housing in the city to meet health, safety, fire and applicable development standards.
Policy 20:	Promote energy-efficient and environmentally sensitive residential development, remodeling and rehabilitation.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comment to A.2: The project site is not located in an area governed by any adopted environmental plans or policies by agencies, outside of the City of Mountain View, with jurisdiction over the project. Therefore, the proposed project would not conflict with environmental plans or policies adopted by agencies with jurisdiction over the project.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comment to A.3: This project site is currently vacant, but was formally a horticulture nursery. The site is not designated by either the General Plan or the Zoning Ordinance as agricultural. Thus, no significant agricultural resources or operations would be affected as a result of the proposed project.

Impact: No Impact. No Mitigation Measures Required.

Comment to A.4: The project site is bounded by Murlagan Avenue to the north, Sherland Avenue to the south, Tyrella Avenue to the west and North Whisman Road to the east. It is currently vacant except for the San Francisco Public Utilities Commission (SFPUC) Hetch-Hetchy Multi-use Trail (and easement) that traverses the site in the east-west direction. Adjacent properties to the north,

south, and west are developed with single- and multi-family residential uses. A commercial business complex is located across North Whisman Road to the east. The proposed project would introduce 69 new residential units in the project area. The predominant land use adjacent to the project site consists of residential uses. Thus, the proposed project would be generally consistent with the surrounding residential land use densities currently located in the project vicinity.

Because the site is surrounded by residential uses on three sides (north, south and west), the proposed project would be compatible with the surrounding neighborhood. Therefore the proposed project would not disrupt or divide the physical arrangement of the existing community.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Cumulative Impacts: The proposed project would not affect agricultural lands, and, because it would be located in the midst of a residential area, it would be compatible with existing surrounding residential uses, which are predominate in the project vicinity. The project would therefore result in additional residential uses in an area that already includes residential development. Other physical environmental impacts that could result from the proposed change in land use (for example, impacts to biological or cultural resources) are discussed in the other impact analyses in this Initial Study. The project would not contribute to or by itself result in any cumulative impacts to land use and planning policies.

Impact: Less than Significant Impact. No Mitigation Measures Required.

B. POPULATION & HOUSING

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Significant With Mitigation	Less Than Potentially Significant Impact	Data Sources
1. Cumulatively exceed regional or local housing projections.	☐	☑	☐	☐	1, 6, 7
2. Induce substantial growth in an area either directly or indirectly (e.g., infrastructure expansion).	☐	☑	☐	☐	1, 6
3. Displace substantial housing or people, requiring construction of replacement housing elsewhere.	☐	☑	☐	☐	1, 6, 8

The proposed project would add approximately 69 homes to the City of Mountain View. Because the project would be constructed in an urbanized area that is already developed, the project would not be anticipated to result in direct or indirect growth inducement. In order to determine if the population increase resulting from the project would be substantial, this study compares the anticipated increase in population as a result of the project to the current estimated population of Mountain View and the census tract in which the project site is located.

Comment to B.1: The proposed project proposes construction of 69 detached single-family homes.

Future population projections citywide, as estimated by the Association of Bay Area Governments (ABAG), are based on General Plan land use designations, and the population generated by the proposed project would already have been accounted for in ABAG's future projections. According to ABAG's *Projections 2007*, the average household size in Mountain View in 2005 was 2.24 persons; by 2020 ABAG anticipates that the average household size will be approximately 2.25 persons. Based on the 2005 figure, the proposed development could introduce up to 155 new residents at the site. These new residents would constitute only 0.2 percent of Mountain View's projected 2020 population of 81,000, and thus would not substantially exceed regional or local housing projections.

According to ABAG, the City of Mountain View included approximately 31,309 households in 2000. The U.S. Census for 2000 estimates that 1,909 households were located in census tract 5091.08, within which the project is located. The development proposed by the applicant would increase the number of new housing units by 69 units which, once occupied, would constitute 3.6 percent of the total households in the census tract. This increase would not be considered substantial.

According to ABAG projections, population and households within the City of Mountain View are expected to increase by 12.8 percent and 13.8 percent, between the years 2005 and 2020, respectively. The project-related increase in city-wide population of approximately 0.2 percent by 2020 and the increase in the number of households city-wide by approximately 0.2 percent (above the 2000 level) would not, by itself, cause the City to exceed anticipated growth projections. Therefore, the impact to regional and local housing projections would be less than significant.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comment to B.2: The site is undeveloped and the proposed project would require the addition of new infrastructure, such as natural gas, communications and electricity lines. However, the proposed development would increase the number of housing units city-wide by only 0.2 percent. The project would contribute to meeting the City's growing housing needs by developing land in an area surrounded by residential uses without inducing substantial growth in the area either directly or indirectly.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comment to B.3: The project site is currently vacant. The proposed development would thus not displace a substantial amount of housing, and would therefore result in a less than significant impact on housing or exhibit the potential to displace substantial numbers of people that would require housing elsewhere.

The City's Below Market Rate (BMR) ordinance requires the applicant to contribute to the City's in-lieu fees or provide three BMR units (10 percent). The applicant is expected to pay the BMR in lieu fee of three percent of the sales price of each unit to the City upon the close of escrow of each unit. The purpose of this ordinance is "to provide the City of Mountain View with a supply of affordable housing for households who work or currently live in Mountain View".[2] The project, through compliance with this ordinance, would result in a less than significant impact to affordable housing.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Cumulative Impacts: As the proposed project would increase the 2020 population in Mountain View by only 0.2, the project would not contribute to any cumulative impacts to housing and population in Mountain View or in the vicinity.

Impact: Less than Significant Impact. No Mitigation Measures Required.

[2] City of Mountain View Below-Market Rate Housing Program. Adopted on January 26, 1999. Amended May 14, 1999.

C. GEOPHYSICAL

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Result in, or expose people to, fault rupture.	☐	☑	☐	☐	9, 11, 12
2. Result in, or expose people to, ground shaking or liquefaction.	☐	☑	☐	☐	9, 14, 16
3. Result in, or expose people to seismic seiche or tsunami.	☑	☐	☐	☐	13
4. Result in, or expose people to, landslides or mudslides.	☑	☐	☐	☐	13
5. Result in erosion, changes in topography or unstable conditions from excavation or grading.	☐	☑	☐	☐	15
6. Result in, or expose people to, subsidence of the land.	☐	☑	☐	☐	1
7. Result in, or expose people to, expansive soils.	☐	☑	☐	☐	9
8. Affect unique geologic or physical features.	☑	☐	☐	☐	13

Comment to C.1: The project site is not located in an Alquist-Priolo Earthquake Fault Zone nor on or immediately adjacent to an active or potentially active fault.[3] The Alquist-Priolo Earthquake Fault Zoning Act requires the delineation of zones by the California Department of Conservation, Geological Survey (CGS, formerly known as the California Division of Mines and Geology [CDMG]) along sufficiently active and well-defined faults. The purpose of the Act is to restrict construction of structures intended for human occupancy along traces of known active faults. Alquist-Priolo Zones are designated areas most likely to experience surface fault rupture, although fault rupture is not necessarily restricted to those specifically zoned areas. The active faults nearest to the project site are the San Andreas, located 8 miles southwest of the project site, and the Hayward, located 10 miles northeast. Other nearby active Bay Area faults include the San Gregorio fault, located 20 miles west, and the Calaveras fault, located 14 miles east of the project site. As the project site is not located in an Alquist-Priolo Earthquake Fault Zone nor on or immediately adjacent to an active fault, fault rupture hazards associated with the proposed project are considered less than significant.

Impact: Less than Significant. No Mitigation Measures Required.

[3] An active fault is defined by the State of California as a fault that has had surface displacement within approximately the last 11,000 years. A potentially active fault is defined as a fault that has shown evidence of surface displacement sometime between 11,000 and 1.6 million years ago. This definition does not, of course, mean that faults lacking evidence of surface displacement are necessarily inactive. Sufficiently active is also used to describe a fault if there is some evidence that displacement occurred within the last 11,000 years on one or more of its segments or branches (Hart, 1997).

Comment to C.2: The project site is located in a very seismically active region of California. Recent studies by the United States Geological Survey (USGS) indicate there is a 62 percent likelihood of a Richter magnitude 6.7 or higher earthquake occurring in the Bay Area by the year 2032 (USGS, 2003). The project site could experience a range of ground shaking effects during an earthquake on one of the aforementioned Bay Area faults. An earthquake on the San Andreas fault could result in very strong (Modified Mercalli Index VIII) ground shaking intensities (ABAG, 2007).[4] Ground shaking of this intensity could result in moderate damage, such as collapsing chimneys and falling plaster. Seismic shaking of this intensity can also trigger ground failures caused by liquefaction[5], lateral spreading[6], or cyclic densification[7]potentially resulting in foundation damage, disruption of utility service and roadway damage. However, the potential for lateral spreading at the project site, based on site topography and conditions, has been regarded as having a low potential (Treadwell & Rollo, 2007).

The Seismic Hazards Mapping Act (SHMA) was enacted in 1990 to protect the public from the effects of strong ground shaking, liquefaction, landslides, or other ground failures caused by earthquakes. SHMA requires the State Geologist to delineate various seismic hazard zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones. Before a development permit is granted for a site within a Seismic Hazard Zone, a geotechnical investigation must be conducted and appropriate mitigation measures incorporated into the project design. The CGS Special Publication 117, adopted in 1997 by the CGS in accordance with the SHMA, constitutes guidelines for evaluating seismic hazards other than surface faulting, and for recommending mitigation measures as required by Public Resources Code Section 2695(a).

The State of California Seismic Hazard Zones, Mountain View Quadrangle Revised Official Map (July 2, 2003) indicates the project site is within a potentially liquefiable area and that an evaluation of liquefaction potential and seismically-induced settlement in accordance with Special Publication 117 is required.

The project sponsor would be required to comply with all applicable City of Mountain View regulations and standards to address potential geologic impacts associated with proposed development of the project site including ground shaking and liquefaction. Geotechnical and seismic design criteria must also conform to engineering recommendations in accordance with the seismic requirements of Zone 4 of the 1997 Uniform Building Code (UBC) and the California Building Code (Title 24) additions. As the project site is located within a liquefaction Seismic Hazard Zone, a developer would be required to comply with the guidelines set by CGS Special Publication 117.

Mitigation Measures Already Required as a Matter of Law by the City of Mountain View

[4] Shaking intensity is a measure of ground shaking effects at a particular location, and can vary depending on the overall magnitude of the earthquake, distance to the fault, focus of earthquake energy, and type of underlying geologic material. The Modified Mercalli (MM) intensity scale is commonly used to measure earthquake effects due to ground shaking. The MM values for intensity range from I (earthquake not felt) to XII (damage nearly total).

[5] Liquefaction is a phenomenon in which saturated, cohesionless soil experiences a temporary loss of strength due to the buildup of excess pore water pressure, especially during cyclic loading such as that induced by earthquakes. Soil most susceptible to liquefaction is loose, clean, saturated, uniformly graded, fine-grained sand and silt of low plasticity that is relatively free of clay.

[6] Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

[7] Cyclic densification is a phenomenon in which non-saturated, cohesionless soil is compacted by earthquake vibrations, causing differential settlement.

MV-1:

i. The project sponsor shall submit for City review and approval a detailed design level geotechnical investigation to develop foundation and design recommendations. All foundations and other improvements shall be designed by a licensed professional engineer based on site-specific soil investigations performed by a California Certified Engineering Geologist or Geotechnical Engineer. All recommendations from the engineering report shall be incorporated into the residential development design. The design shall ensure the suitability of the subsurface materials for adequately supporting the proposed structures.

ii. Project design must meet Uniform Building Code design criteria. Geotechnical investigations for the area to be developed shall provide design criteria that would minimize impacts associated with ground shaking from earthquakes. All structures, roads, and utility lines shall meet or exceed design criteria of the 1997 UBC.

Impact with City-Required Mitigation Measures are Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

Compliance with these measures would reduce potential hazards associated with ground shaking and liquefaction to less than significant levels.

Comment to C.3: The project site is located at an elevation of between 50 and 55 feet above mean sea level and approximately three miles from the southern portion of the San Francisco Bay. Due to the distance from the project site to the Bay shore, the distance of the Bay shoreline to the Golden Gate entrance, and the elevation of the project site, the site would not likely be affected by seiches or tsunamis.

Impact: No Impact. No Mitigation Measures required.

Comment to C.4: The project site is relatively level, and is not located on or adjacent to a hillside. Potential development resulting from the proposed project would therefore not be affected by potential impacts associated with landslides or mudslides.

Impact: No Impact. No Mitigation Measures required.

Comment to C.5: Redevelopment of the project site would involve grading and trenching, which could result expose soils to erosion. The proposed project site exceeds one acre in size, and in accordance with the State Water Resources Control Board requirements would be required to comply with federal National Pollutant Discharge Elimination System (NPDES) requirements. As fully described in *Hydrology and Water Quality*, Section D., a developer would be required as part of the project to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) in order to minimize potential erosion and subsequent sedimentation of storm water runoff. This SWPPP would include Best Management Practices (BMPs) to control erosion associated with grading, trenching, and other ground surface-disturbing activities. In addition, a developer would be required to submit a grading plan to the City of Mountain View before permits are issued, in conformance with Santa Clara County Urban Runoff Pollution Prevention Program (SCVURPPP) erosion control measures (SCVURPPP, 2003 and SWRCB, 2001). See MV-2 in Section D, *Hydrology and Water Quality*.

Impact after City-Required Mitigation Measures are Incorporated: Less than Significant. No Mitigation Measures Required.

Additional Mitigation Measures Required by this CEQA Review: None.

Comment to C.6: The City of Mountain View has historically experienced subsidence resulting from excessive withdrawal of groundwater. In certain areas of the City up to six feet of subsidence has occurred. However, the stabilization of groundwater pumping rates and a groundwater re-injection program administered by the Santa Clara Valley Water District has halted subsidence in Mountain View and the surrounding area. Potential residential development would not involve the withdrawal of groundwater. In addition, as is standard practice for geotechnical investigations and in accordance with current building code standards, the proposed project will be designed to mitigate for any potential subsidence associated with construction of the proposed structures as required by the City of Mountain View in MV-1 (see Comment C.1). Potential impacts associated with subsidence are therefore considered less than significant.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

Comment to C.7: The preliminary geotechnical feasibility study completed for the project site concluded that the site is likely underlain by moderately expansive clay. The completion of a site-specific geotechnical investigation and incorporation of geotechnical recommendations, as required by the City's Building Division prior to issuance of a building permit, would confirm this through collection of site-specific information on shrink-swell properties of on-site soils. The site-specific geotechnical investigation would include measures to minimize hazards associated with expansive soils, if present. This is a measure already required by the City of Mountain View, as described in Comment to C.1, MV-1, which would also be required to mitigate potential impacts related to expansive soils.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

Comment to C.8: The project site does not exhibit any unique physical or geological features; therefore, the proposed redevelopment would have no impact on such features.

Impact: No Impact. No Mitigation Measures required.

Cumulative Impacts: The proposed residential development could expose additional people and structures to risks associated with seismic events. These impacts are mitigated on a site-by-site basis through implementation of Mitigation Measures MV-1. Cumulative soil erosion can have significant effects on regional water quality and aquatic habitat. Please see Section D., *Hydrology and Water Quality* for a more detailed discussion of potential cumulative impacts to water quality.

Impact with City-Required Mitigation Measures are Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

D. HYDROLOGY AND WATER QUALITY

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Change absorption rates, drainage patterns, or the rate and amount of surface runoff.	☐	☑	☐	☐	1
2. Place housing, people and/or structures to water-related hazards such as flooding.	☐	☑	☐	☐	17
3. Discharge into surface waters or alter surface water quality.	☐	☑	☐	☐	18, 19, 20
4. Change the amount of surface water in any water body.	☐	☑	☐	☐	1
5. Change currents, or the course or direction of water movements.	☑	☐	☐	☐	1
6. Change the quantity of ground water, either through direct additions or withdrawals, or through interception of an aquifer by cuts.	☑	☐	☐	☐	1
7. Alter direction or rate of flow of ground water.	☐	☑	☐	☐	1
8. Adversely affect ground water quality.	☐	☑	☐	☐	1

Comment to D.1: The project site is currently vacant except for a portion occupied by the Hetch-Hetchy Multi-use Trail. The potential redevelopment of the project site with residential buildings, sidewalks, and driveways would overall decrease absorption rates due to an increase in impervious surfaces, and would increase the rate and volume of surface runoff, but would not otherwise alter drainage patterns. Municipal storm water runoff generated within the City of Mountain View and 12 other Santa Clara County municipalities is discharged under a National Pollution Discharge Elimination System (NDPES) permit issued by the San Francisco Bay Regional Water Quality Control Board (RWQCB). A developer would be required to comply with development requirements of the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), which was created by the City of Mountain View and other municipalities in order to coordinate monitoring, compliance, and reporting of storm water runoff control associated with the NPDES permit. A drainage plan prepared for the project site for future redevelopment would be subject to City of Mountain View and SCURPPP development guidelines. As required by the SCVURPPP, the project sponsor would minimize any increases in storm water runoff generated from redevelopment of the project site. See Mitigation Measures MV-2 and MV-3, required by the City of Mountain View.

Mitigation Measures Already Required as a Matter of Law by the City of Mountain View

MV-2: The project sponsor shall be required to submit a Stormwater Pollution Prevention Program (SWPPP) that identifies the Best Management Practices (BMPs) during construction for minimizing sedimentation and contamination of storm water runoff generated by the project. The approved SWPPP is required prior to issuance of building permits. The SWPPP is required to be drafted in compliance with the City's C.3 requirements and is required to include:

- Construction Storm Water Management Controls: These practices minimize the contact of construction materials and equipment with storm water. The SWPPP shall include specific requirements that earth-moving equipment not be operated within an active creek channel. Operation of equipment near creeks should be strictly limited. Both an on-site drainage system connecting to the City's storm water system and on-site source control measures designed to allow filtered storm water to percolate into the ground and to filter storm water prior to leaving the site should be installed.
- Erosion and Sediment Controls: BMPs designed to reduce erosion of exposed soil may include, but are not limited to, soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales and sediment basins.
- Post-construction Storm Water Management: These measures prevent storm water pollution associated with post-construction activities at the developed site. Controls may include car-washing areas with runoff containment and water treatment. The project occupants or the homeowners association would be responsible for long-term maintenance of post-construction storm water controls and monitoring. The Mountain View Fire Department offers a monitoring service that would satisfy the requirements for a fee.

MV-3: Future development projects shall also comply with the (SCVURPPP) guidelines and NPDES C.3 requirements for minimizing long-term adverse impacts to water quality after construction is completed. Future development would also be subject to the City of Mountain View Construction and Post-construction Storm Water Quality Guidelines administered by the Fire Department. Compliance with applicable regulations and implementation would reduce potential impacts from discharges into surface waters or alteration of surface water quality to a less-than-significant level.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

Comment to D.2: The project site is located in an "X" Zone designated by the Federal Emergency Management Agency (FEMA) (FEMA, 1988). "X" Zones are those subject to flooding during a 500-hundred year storm event, flooding up to one foot or less during a 100-year storm event, and those protected by levees from flooding by a 100-year storm event. As the project site is not located in a FEMA-designated 100-year flood zone, potential flooding hazards are considered less than significant.

Impact: Less than Significant. No Mitigation Measures Required.

Comment to D.3: Storm water runoff generated from the project site and surrounding vicinity is directed into the City of Mountain View's storm drain system and released into Stevens Creek. Stevens Creek originates west of the project site in the Santa Cruz Mountains and is then detained by Stevens Creek Reservoir two miles southwest of the City of Cupertino. Water released from the reservoir flows through upstream communities and then the City of Mountain View prior to

discharging into San Francisco Bay between Moffett Field and Shoreline Park. The RWQCB's Water Quality Control Plan (Basin Plan) identifies numerous existing beneficial uses of Stevens Creek, such as providing wildlife and freshwater habitat, and water recreation (RWQCB, 1995).

Because the project site exceeds one acre in size, a developer would be required to apply for coverage under the State General Construction Permit to comply with federal NPDES regulations. In accordance with City General Plan/Municipal Code requirements and the State General Construction Permit, a developer would file a Notice of Intent with the State Water Resources Control Board, then develop and implement a Stormwater Pollution Prevention Plan (SWPPP) that identifies appropriate construction Best Management Practices (BMPs) in order to minimize potential sedimentation or contamination of storm water runoff generated from the project site. The SWPPP would be prepared and specified BMPs would be implemented during construction as part of the project. Preparation and approval of the SWPPP, as required by the City, would therefore reduce potential degradation of water quality associated with future project construction to a less than significant level through compliance with NPDES permit regulations. The project would also be subject to compliance with the City of Mountain View Construction and Post-construction Storm Water Quality Guidelines administered by the Fire Department.

Residential development would be required to comply with SCVURPPP NPDES permit requirements issued by San Francisco RWQCB, as discussed above, which include development and design regulations and guidelines to minimize potential long-term adverse impacts to water quality following the completion of construction activities. Compliance with City of Mountain View and SCVURPPP development regulations and design requirements would reduce potential impacts associated with storm water quality following construction completion to a less than significant level. These design requirements can include such measures as use of bio-swales or vegetated drainages that are proven effective means of maintaining water quality. See Comment to D.1, above, and the requirement for a SWPPP, described by MV-2 and MV-3, which would also be required to reduce any potential impacts related to potential impacts to surface waters.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant. No Mitigation Measures Required.

Additional Mitigation Measures Required by this CEQA Review: None.

Comment to D.4: As described in Comment to D.1, above, the project would increase the amount of impervious surfaces on the project site and therefore increase stormwater runoff. However, the proposed project includes landscaping, an open space area, and a vegetated drainage swale that would help offset the increased impervious surface area. The proposed open space/landscaped areas comprise 52 percent of the project site or 145,201 square feet. Vegetative drainage swales, also known as bio-swales, are a proven effective means of mitigating increased stormwater flows. Therefore, the project would not likely have a noticeable affect on Stevens Creek, which is where stormwater from that area is directed.

Impact: Less than Significant. No Mitigation Measures Required.

Comment to D.5 There are no existing water bodies on or immediately adjacent to the project site. The nearest surface water body, Stevens Creek, is located more than one quarter mile to the west. Future development would therefore not impact the course or direction of any surface body.

Impact: No Impact. No Mitigation Measures Required.

Comment to D.6 Future development of the site would not involve groundwater injection, nor would it propose the installation of a groundwater extraction well. As noted in *Utilities and Services*, Section L of this document, water for future development of the site would be supplied by the City of Mountain View.

Impact: No Impact. No Mitigation Measures Required.

Comment to D.7: Future development of the site would increase impervious surfaces across the project site, thereby reducing infiltration of rainwater and associated groundwater recharge, as previously discussed in Comment to D.1 and Comment to D.4 (see Mitigation Measures MV-2 and MV-3). However, the project includes landscaping areas that will cover 52 percent of the project area and the use of a vegetative drainage feature which would provide the means for runoff in the open space area to infiltrate and provide groundwater recharge. Therefore, as discussed above, the reduced amount of infiltration is considered less than significant. The project would not otherwise alter the direction or flow of groundwater and would be considered a less than significant impact.

Impact: Less than Significant. No Mitigation Measures Required.

Comment to D.8: Hazardous materials associated with construction activities would likely involve minor quantities of paint, solvents, oil and grease, and petroleum hydrocarbons. Storage and use of hazardous materials at the project site during construction activities would comply with BMPs as specified in the required SWPPP, described above. Adherence to BMPs reduce potential impacts to groundwater quality associated with spills or leaks of hazardous materials and storm water quality during construction to a less than significant level.

Following the completion of construction activities, petroleum hydrocarbons and oil and grease associated with automobiles in and around the residential development, and the application of pesticides and herbicides related to landscape maintenance would be potential sources of polluted storm water runoff. As previously discussed, development would be required to comply with City of Mountain View and SCVURPPP storm water quality protection requirements, potential groundwater quality impacts associated with potential development are therefore considered less than significant.

Impact: Less than Significant. No Mitigation Measures Required.

Cumulative Impacts: Compliance with the State General Construction Permit, SCVURPPP and City of Mountain View requirements (as provided by Mitigation Measures MV-2 and MV-3) would reduce potential cumulative impacts associated with storm water runoff and water quality from redevelopment of the project site to a less than significant level. In addition, any potential cumulative flooding impacts and cumulative impacts to groundwater recharge would be reduced to a less than significant level by Mitigation Measures MV-2 and MV-3, which are already required by the City of Mountain View.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant. No Mitigation Measures Required.

Additional Mitigation Measures Required by this CEQA Review: None.

E. AIR QUALITY

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Violate any air quality standard or contribute to an existing violation.	☐	☐	☑	☐	5, 21, 22, 23
2. Expose sensitive receptors to pollutants.	☐	☐	☑	☐	5, 21, 22, 24
3. Alter air movement, moisture, or temperature, or cause any change in climate.	☑	☐	☐	☐	24
4. Create objectionable odors.	☑	☐	☐	☐	5, 21
5. Conflict with or obstruct implementation of applicable air quality plan.	☐	☑	☐	☐	5, 21, 22, 23

Comment to E.1: The project site is located in the City of Mountain View, within the San Francisco Bay Area Air Basin (Bay Area). The Bay Area experiences occasional violations of ozone and particulate matter (PM-10 and PM-2.5) standards. Air Quality standards and regulations are enforced in the Bay Area Air Basin by the Bay Area Air Quality Management District (BAAQMD).

This analysis evaluates the effect of the site grading and the construction of 69 new row houses on the local and regional air quality. Development of this project could affect local pollutant concentrations in two ways. First, during construction, the project would affect local particulate concentrations by generating dust. Over the long-term, the project might result in a slight increase in emissions due to new motor vehicle trips associated with residential uses.

Activities such as grading and excavation would generate substantial amounts of dust (including PM-10) from "fugitive" sources, such as earthmoving activities and vehicle travel over unpaved surfaces, and lesser amounts of other criteria pollutants from the operation of heavy equipment construction machinery (primarily diesel operated) and construction worker automobile trips (primarily gasoline operated). Removal of contaminated soil (as stated in Section I. Hazards) would require additional truck trips and this would also occur during the construction phase. Construction-related dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. Construction activities may result in significant quantities of dust, and as a result, local visibility and PM-10 concentrations may be adversely affected on a temporary basis during the construction period. In addition, larger dust particles would settle out of the air close to the construction site resulting in a potential soiling nuisance for adjacent uses.

For the evaluation of construction-phase impacts, BAAQMD does not require a detailed quantification of construction emissions. Instead, it recommends that evaluation of the significance of impacts be based on a consideration of the control measures to be implemented (BAAQMD, 1999). Generally, if appropriate measures are implemented to reduce fugitive dust, then the residual impact can be presumed to be less than significant. Without these measures, the impact is generally

considered to be significant, particularly if sensitive land uses (e.g., residential) are located in the project vicinity. In this instance, low- and medium-density residences are located adjacent to the project site to the north and south. Thus, without appropriate dust mitigation, the impact would be significant.

Mitigation Measures Already Required as a Matter of Law by the City of Mountain View

Mitigation Measure MV-4: During future construction, the developer of the site shall require the construction contractor to implement BAAQMD's "enhanced" dust control procedures required for sites smaller greater than four acres, such as the project site, to maintain project construction-related impacts at acceptable levels. These procedures would be required in addition to the "basic" dust control program, which is required for all construction sites and would mitigate the potential impact to less than significant level.

Elements of the "basic" and "enhanced" dust control program for project components that disturb more than four acres shall include, but not necessarily be limited to the following:

Basic Control Measures

- Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Enhanced Control Measures

- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 miles per hour (mph).
- Replant vegetation in disturbed areas as quickly as possible.

With implementation of these measures, project construction would not be expected to violate any air quality standard or contribute to an existing or projected air quality violation in the project vicinity.

Construction activities would also result in the emission of other criteria pollutants from equipment exhaust, construction-related vehicular activity and construction worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Criteria pollutant emissions of ROG and NOx from these emission sources would incrementally add to the regional atmospheric loading of ozone precursors during project construction. BAAQMD CEQA Guidelines recognize that construction equipment emit ozone precursors, but indicate that such emissions are included in the emission inventory that is the basis for regional air quality plans. Therefore, construction emissions would not be expected to impede attainment or maintenance of ozone standards in the Bay Area (BAAQMD, 1999). The impact would therefore be less than significant.

The project would result in a small net increase in emissions of criteria pollutants (ROG, NO_x and PM-10) primarily because of a resultant increase in average daily vehicle trips. Based on the traffic analysis, the proposed change in land use would result in an increase of approximately 404 net daily vehicle trips. Increased vehicle trips would lead to a small increase in ROG (approximately 3.7 pounds per day), NO_x (approximately 4.0 pounds per day) and PM-10 (approximately 5.3 pounds per day) due to vehicle exhaust. Increases in emissions from stationary sources at the site (such as natural gas combustion for space and water heating, landscaping, use of consumer products, etc.) would also be minimal (approximately 4.0 pounds per day of ROG and 0.5 pounds per day of NO_x). Together, operational emissions increases resulting from the project would represent approximately ten percent or less of the quantities BAAQMD identifies as significant (80 pounds per day of either ROG, NO_x, or PM-10, individually. Therefore, the development would not significantly contribute to a violation of any air quality standard in the area.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant. No Mitigation Measures Required.

Additional Mitigation Measures Required by this CEQA Review: None.

Comment to E.2: Construction activities could expose sensitive receptors (located adjacent to the project site) to substantial pollutant concentrations, principally PM-10, from fugitive dust sources. However, with implementation of the dust abatement program described in Mitigation Measure MV-4, (see Comment to E.1, above), impacts from construction-related PM-10 emissions would be less than significant.

Onsite hazards that could result in airborne pollutants during earthmoving include the identified presence of pesticides in the surficial soils of the project site as a result of its previous use as a nursery. Encapsulation or removal of these hazards is identified as mitigation in *Hazards*, Section I of this Initial Study and would prevent exposure of future occupants to substantial pollutant concentrations that may result through disturbance of contaminated soil.

The proposed project would locate residences, considered a sensitive receptor, in an area generally established with residential land uses, but bordering office and light industrial uses to the east. There are no major freeways or land uses that would be considered major (i.e., permitted) stationary sources of air pollution located within the project vicinity (1,000 feet). The BAAQMD identifies two source facilities of toxic air contaminant emissions within one-half mile of the project site. The Intel Corporation facility located at 365 East Middlefield Road, approximately one-quarter mile from the project site, has an emission inventory of 18 pounds per year of vinyl chloride. The Schlumberger Technology Corporation facility located at 441 North Whisman Road, approximately 200 feet from

the project site, has an emission inventory of 1,960 pounds per year of trichloroethylene. **[Note to Reviewer: Waiting for a response from BAAQMD.]**

Impact with City-Required Mitigation Measures Incorporated: Less than Significant. No Mitigation Measures Required.

Additional Mitigation Measure Required by this CEQA Review: None.

Comment to E.3: The project would construct 69 residential units. A project of this size would not be expected to alter air movement in the area. Project buildings would be comparable in height to surrounding structures. Also, the project would not involve any component that would change the moisture, or temperature.

The proposed project would result in emissions of greenhouse gases (GHGs) that contribute to global climate change. GHG emissions would result from increases in motor vehicle trips resulting from the proposed project, as well as from natural gas combustion and solid waste generation by future occupants of proposed residences. Table E-1 presents the GHG emissions that would result from the proposed project.

GHG emissions associated with the proposed 69 condominiums were calculated using the URBEMIS 2007 Version 9.2.0 model of the California Air Resources Board and trip generation numbers of the traffic analysis. Because CO2 is the only GHG URBEMIS2007 generates emission for, scaling factors derived from the State of California Inventory of GHG Emissions were used to determine the relative emissions of methane (CH4) and nitrous oxide (N20) in order to generate emissions of GHG as equivalent carbon dioxide (eCO2) in year 2009. Carbon dioxide equivalent units are a weight-based measurement unit that accounts for varying degrees of heat absorption of GHG's and standardizes them to carbon dioxide, the most prevalent GHG.

The URBEMIS2007 model also estimates CO2 emissions from natural gas combustion for space and water heating and fuel combustion for landscape maintenance, based on land use size (number of dwelling units or commercial square footage). Again, the appropriate scaling factors from the State GHG Inventory were used to determine the relative amounts of methane and nitrous oxide emitted from residential fuel combustion.

Emissions of GHG from solid waste generation associated with the project were determined by estimating waste generation from generation rates published by the State of California Integrated Waste Management Board and an emission factor from U.S. EPA.

No statute, regulation, guideline, or published court decision requires analysis of global warming, GHG emissions, or global climate change within a CEQA document. The CEQA Guidelines and the CEQA initial study checklist do not require analysis of climate change impacts. There are no rules or regulations from CARB, the Bay Area Air Quality Management District, the State Clearinghouse, or other resource agency applicable to the proposed project that provide guidance for analysis of GHG emissions and global climate change. Generally, however, CEQA Guideline Section 15002(a) requires a Lead Agency to assess the environmental impacts of a proposed project and to impose feasible mitigation measures to lessen those impacts.

In addition to the lack of legal or regulatory guidance concerning analysis of GHG emissions in CEQA documents, the scientific community has yet to establish methodologies for evaluating GHG emissions in a CEQA document. There is no established methodology for determining the impacts of

a particular development project on global climate change, or for determining whether such impacts are significant.

Until such time that sufficient scientific basis exists to accurately project future climate trends, and guidance is provided by regulatory agencies on the control of GHG emissions and thresholds of significance, the significance of an individual project's contribution to global GHG emissions is speculative. Section 15145 of the CEQA Guidelines provides: "If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact."

TABLE E-1
ESTIMATED EMISSIONS OF GREENHOUSE GASES FROM PROPOSED ROWHOUSES

	Emissions (pounds eCO2 per day)			
Emission Source	**CO2**	**CH4**	**N2O**	**Total eCO2**
Exhaust Emissions from motor vehicle trips	3,221	10.3	202	3,433
Emission from space and water heating	664	30.9	4.78	700
Emissions from landscape maintenance	2.75	.01	.17	2.93
Emissions from solid waste generation	551	551	–	1,102
Total Operational GHG Emissions	14,440	592	207	**5,238**

SOURCE: ESA, 2007

Impact: No Determination Required. No Mitigation Measures Required.

Comment to E.4: As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. No such uses would occupy the project site. Therefore the project would not create objectionable odors that would affect a substantial number of people. In addition, there are no existing odor sources in the vicinity of the project site that the future occupants of the project site would be subjected to.

Impact: Less than Significant. No Mitigation Measures Required.

Comment to E.5: The Bay Area is currently designated as a nonattainment area for state and national ozone standards and as a nonattainment area for the state particulate matter (PM-10 and PM-2.5) standards. The 2001 Bay Area Ozone Attainment Plan and the Bay Area 2005 Ozone Strategy have been prepared to address ozone nonattainment issues. No PM-10 or PM-2.5 plan has been prepared but a PM-2.5 Attainment Plan is currently in development by the California Air Resources Board.

Construction of the residential uses would involve use of equipment and materials that would emit carbon monoxide and ozone precursor emissions (i.e., reactive organic gases, or ROG, and nitrogen oxides, or NO_x). However, these emissions are included in the emission inventory that is the basis for regional air quality plans, and are not expected to impede attainment or maintenance of ozone and carbon monoxide standards in the Bay Area (BAAQMD, 1999).

The regional agency primarily responsible for developing the regional ozone plans is the Bay Area Air Quality Management District (BAAQMD). BAAQMD is also the agency with permit authority over most types of stationary sources in San Francisco Bay Area. BAAQMD exercises permit authority through its *Rules and Regulations*. Both federal and state ozone plans rely heavily upon stationary source control measures set forth in BAAQMD's *Rules and Regulations*. The overall stationary source control program that is embodied by the BAAQMD *Rules and Regulations* has been developed such that new stationary sources can be allowed to operate in the Bay Area without obstructing the goals of the regional air quality plans.

With respect to the future residential development of the site, emissions would be generated primarily from motor vehicle trips to the project site and, to a lesser extent, emissions from stationary equipment. However, as discussed earlier, the increase in the number of average daily trips generated by the proposed residential development would result in a relatively modest increase in emissions (approximately four percent of the quantity BAAQMD defines as significant). Therefore, the project would not result in a cumulatively considerable quantity of air pollutant emission and would be unlikely to affect air quality in the region or conflict with or obstruct implementation of the applicable Air Quality Attainment Plans. Any stationary sources on site would be subject to BAAQMD *Rules and Regulations*. Compliance with BAAQMD *Rules and Regulations* would ensure that the project would not conflict with or obstruct implementation of the applicable air quality plans.

Impact: Less than Significant. No Mitigation Measures Required.

Cumulative Impacts: In combination with other future projects in the project site vicinity, the construction and operations of the proposed project would likely result in small increases in pollutant and GHG emissions, but these would have less than significant impacts to air quality. Furthermore, with the implementation of mitigation measures, these impacts would likely be brought to less than significant levels.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant. No Mitigation Measures Required.

Additional Mitigation Measures Required by this CEQA Review: None.

F. TRANSPORTATION / TRAFFIC

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Increase vehicle trips or congestion.	☐	☑	☐	☐	25
2. Create safety hazards from improper design or unsafe materials.	☐	☑	☐	☐	1, 5
3. Obstruct emergency access.	☐	☑	☐	☐	1, 5
4. Provide insufficient parking.	☐	☑	☐	☐	4, 26, 31
5. Create hazards for pedestrians or bicyclists.	☐	☐	☑	☐	1, 5
6. Conflict with programs supporting alternative transportation (e.g., bike. racks, bus turnouts).	☐	☑	☐	☐	27, 30, 31
7. Affect rail, water, or air traffic.	☐	☑	☐	☐	29

The proposed construction of 69 rowhomes would increase traffic and alter circulation in the project vicinity. This section provides an analysis of existing and future transportation and circulation operations of the proposed row homes.

Setting

Study Area

The proposed project site is located at 450 North Whisman Road and is generally bounded by residential land uses north, Tyrella Avenue to the West, residential land uses to the south, and North Whisman Road to the east. Access to the project site is taken from North Whisman Road.

Roadway Network

The proposed project site and the surrounding roadway network are presented in **Figure 1** of the *Project Description*. Regional access to the parcels is provided by U.S. Highway 101, State Route 85 and State Route 237, while local access is provided via North Whisman Road, Tyrell Avenue, and East Middlefield Road. Descriptions of these roadway facilities are presented below.

U.S. Highway 101(U.S. 101) is a north-south eight-lane freeway in the vicinity of the project. U.S. 101 extends northward to San Francisco and southward through Santa Clara County, and points beyond. Access to project is available at interchanges with Ellis Street and Moffett Boulevard.

State Route 237(SR 237) is an east-west freeway extending from El Camino Real in Mountain View to its terminus at Interstate 880 in Milpitas. In the project vicinity, SR 237 has two lanes in each direction. Access to project parcels is available at interchanges with SR 85, Whisman Road, and East Middlefield Road.

State Route 85 (SR 85) is a north-south freeway extending between U.S. 101 in Mountain View to U.S. 101 in southeast San Jose. In the project vicinity, SR 85 has three lanes in each direction. Access to the project parcels is available at interchanges with Easy Street and Moffett Boulevard.

East Middlefield Road is an east-west four-lane divided roadway in the project vicinity. It is signalized at its intersection with North Whisman Road.

Ellis Street is a four-lane north-south roadway with a center-left turn lane. Ellis Street runs between East Middlefield Road and Macon Road just north of U.S. 101. It has a full access interchange with U.S. 101.

North Whisman Road is a north-south roadway that forms the eastern boundary of the project site. It is a two- to three-lane collector. On-street parking is permitted and bike lanes are present in the project vicinity. North Whisman Road is signalized at the Hetch-Hetchy Trail crossing (the Hewlett-Packard Invent driveway), and at East Middlefield Road.

Tyrella Avenue is a two-lane north-south residential roadway that provides trail access to the project site on the east side. On-street parking is permitted. A mid-block textured crosswalk provides a visual cue to drivers that the Hetch-Hetchy Trail crosses Tyrella Avenue.

Existing Transit Service

Bus service in Santa Clara County is operated by the Santa Clara Valley Transportation Authority (VTA). Commuter rail service (Caltrain) is provided from San Francisco to Gilroy by the Peninsula Joint Powers Board. Individual transit routes are described below (VTA, 2005):

VTA Light Rail (Route 902) is a light rail line that provides service between downtown Mountain View and Winchester Station in Campbell. Weekday headways range from 15 minutes during the commute period and up to 60 minutes in off peak hours. Route 902 operates with 30- to 60-minute headways on weekends. The closest stations to the project site are the East Middlefield Station half a mile east of the site and Whisman Station slightly less than a mile from the site.

Routes 304 and 305 provide limited stop bus service during the commute periods on weekdays with 30-minute headways. The closest transit stop for this service is near the intersection of Dana Street and Whisman Road, less than half a mile from the project site. Routes 304 and 305 provide service between South San Jose and downtown Mountain View.

Route 32 is a local bus route that provides service between the Santa Clara Transit Center and the San Antonio Shopping Center in Mountain View. Route 32 operates with 30- to 60-minute headways.

Route 35 is a local bus route that provides service between Stanford Shopping Center in Palo Alto and downtown Mountain View with 30-minute headways on weekdays and Saturdays. On Saturdays Route 35 operates with 30-minute headways between 7:15 a.m. and 8:45 p.m. On Sundays Route 35 operates with 60-minute headways. Route 35 travels on North Whisman Road past the project site in the northbound direction; there are signed bus stops at Sherland Avenue and Murlagan Avenue in the northbound direction.

Caltrain provides frequent train service between San Jose and San Francisco seven days a week. During the commute hours, Caltrain provides extended service to Morgan Hill and Gilroy. The closest Caltrain station to the project site is the Mountain View Station located at Castro Street and West Evelyn Avenue, approximately a mile and a half from the project site.

Pedestrian and Bicycle Facilities

Pedestrian facilities in Mountain View are comprised of sidewalks, pedestrian paths, crosswalks, pedestrian signals and other pedestrian amenities. Sidewalks are generally provided on all roadways within a quarter mile of the project. Crosswalks and pedestrian signals are provided at the signalized intersections near the project site, including the signal at the Hewlett-Packard Invent driveway that provides for controlled crossing of the Hetch-Hetchy Trail. A textured crosswalk provides a visual cue to drivers on Tyrella Avenue at the Hetch-Hetchy Trail crossing.

Bicycle facilities in Mountain View are comprised of bike paths (Class I facilities), bike lanes (Class II facilities), and bike routes (Class III facilities). Bike paths are paved trails that are separated from the roadways. Bike lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bike routes are roadways that are designated for bicycle use with signs. In the vicinity of the project site, bike lanes are present on North Whisman Road, East Middlefield Road of Bernardo Avenue, Moorpark Way, and Ellis Street.[8]

In addition the Hetch-Hetchy Multi-use Trail transverse the project site and connects Whisman Park to North Whisman Road. At North Whisman Road, the project includes a pedestrian traffic signal. The trail is approximately half a mile long and connects to the Stevens Creek Trail at its eastern terminus.

Comment to F.1: The vehicle trip generation for the proposed project is presented in **Table F-1**. Vehicle trip generation for the proposed project was estimated using published rates from ITE Trip Generation 7th edition (2003). The proposed residential project would have 69 row homes, and would generate approximately 404 daily trips, 30 weekday a.m. peak-hour trips (5 inbound and 25 outbound), and 36 weekday p.m. peak-hour trips (24 inbound and 12 outbound).

TABLE F-1
PROJECT TRIP GENERATION

	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips		
Land Use	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Proposed Rowhomes	5	25	30	24	12	36	202	202	404

SOURCE: ESA (2007), based on ITE *Trip Generation*, 7th Edition (2003).

[NOTE TO REVIEWER: Have asked for direction on study requirements from the Traffic Engineer. This discussion is not complete.]

The Santa Clara Valley Transportation Authority (VTA) carries out the Congestion Management Program (CMP) for Santa Clara County. The trips generated by the proposed project would not trigger the need to prepare a VTA-mandated transportation analysis (i.e., a 100 p.m. peak-hour trip threshold).

The proposed project would result in truck traffic at and near the site during the construction period. Project construction could result in short-term and intermittent construction traffic impacts associated

[8] All Santa Clara County expressways allow bicyclists, including Central Expressway in the project vicinity, in the striped shoulders. However, the expressways carry high volumes of traffic at high speeds and although bicycles are permitted, only experienced bicyclists should ride on expressways.

with the delivery of materials and equipment, removal of debris, and parking for construction workers. Any construction traffic occurring between 7:00 a.m. and 9:00 a.m., or between 4:00 p.m. and 6:00 p.m., could occasionally coincide with peak-hour traffic and could temporarily impede traffic flow. This would, however, be a temporary impact that would occur occasionally. Furthermore, the majority of construction would be staged onsite.

Impact: Less than Significant Impact. No Mitigation Measures required.

Comment to F.2: The proposed row homes would provide adequate access to the site through its internal roadway system. The internal roadways system, as illustrated in the conceptual site plan, would be made up of a main east-west roadway that connects to North Whisman Road and terminates in a cul-de-sac at the western end of the project site. Three smaller one-way loop roads would provide access to the back of the row homes where garages would be located. The internal roadway system and roadways connections would be reviewed and approved by the City's traffic engineers and fire department in the Development Application process, which would further reduce potential effects on roadway design and safety.

Impact: Less than Significant Impact. No Mitigation Measures required.

Comment to F.3: The proposed development plan was reviewed by the City's traffic engineer and the fire department to ensure adequate emergency access would be provided to the future residents on the site. The project would therefore have a less than significant effect on emergency access.

Impact: Less than Significant Impact. No Mitigation Measures required.

Comment to F.4: Off-street parking for the proposed residential development would be required to conform to the Mountain View Rowhouse Guidelines (Mountain View, 2005). The Guidelines require 2.3 spaces per unit, of which at least two spaces per unit must be covered. Parking for the residential development of 69 dwelling units as proposed would require 159 parking spaces.

The parking demand for the residential development would be 1.46 parking spaces per condo unit (there is no ITE rate for rowhouses) (ITE, 2004).The project site would need to provide 101 parking spaces in order to meet documented demands.

The project proposes 177 parking spaces, including 39 guest spaces and 138 covered parking spaces (two per unit). The project would comply with the parking requirements set by the City of Mountain View and would therefore have a less than significant effect on parking.

Impact: Less than Significant Impact. No Mitigation Measures required.

Comment to F.5: The proposed project would involve physical changes to the site that would affect the existing pedestrian or bicycle circulation. Section 36.37 of the Municipal Code requires that bicycle parking, at an equivalent of five percent of the vehicle parking spaces, be provided at a residential development, which would be roughly five spaces (Mountain View, 2005). The development of 69 dwelling units would not impede bicycles in the neighborhood. The City's traffic engineer and fire department would be involved in the Development Application process and therefore, the project would have a less than significant effect on bicycle facilities. Implementation of Mitigation Measures MV-5, already required by the City of Mountain View, ensures that adequate bicycle parking would be provided.

The development of 69 row homes would not introduce unsafe design features or hazards for pedestrians into the area. The physical and traffic characteristics of area roadways (e.g., sidewalks and pedestrian crosswalks) would not be altered by the proposed project. The residential development would be incorporated in the existing pedestrian circulation system on-site and off-site. The Hetch-Hetchy Trail would continue to traverse the site with a paved width of 10 feet.

However, construction of the proposed project would require the temporary closure of the entire trail through the construction zone, which would impede bicycle and pedestrian access in the neighborhood. As required by Mitigation Measure TRA-1, the project sponsor shall work with the Park and Recreations Department to identify a detour route reducing the impact to less than significant with mitigation during the construction period. This would be a short-term effect as full access to the trail would be restored upon completion of construction operations.

Mitigation Measures Already Required as a Matter of Law by the City of Mountain View:

MV-5: The applicant shall be required to conform to Section 36.37 of the Mountain View Municipal Code to ensure adequate bicycle parking at the project site.

Impact with City Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: TRA-1

TRA-1: The project sponsor shall post signs two weeks in advance of construction at both end of the trail on the project site, alerting users of pending construction activities and potential access restrictions to the trail. The signage shall include at a minimum the following details:

- Expected dates and description of construction activities.
- Any pending access restrictions on the trail.
- Name and phone numbers of persons to contact at the construction site and the City for questions regarding construction activities.

In addition, the project sponsor shall coordinate with the City Park and Recreation Department to identify trail detour routes during construction where feasibly. The City shall require the project sponsor to maintain access during construction through inclusion of such provisions in the construction contract.

Impact with additional Mitigation Measures Incorporated: Less than Significant.

Comment to F.6: Redeveloping the site for 69 row homes site would not conflict with adopted policies, plans, or programs supporting alternative transportation. Although the development of the project would alter the existing visual character of the segment of the Hetch Hetchy Trail that transverses the site, it would not affect it's connectivity through the neighborhood. Therefore, there would be a less than significant impact related to alternative transportation.

Impact: Less than Significant Impact. No Mitigation Measures required.

Comment to F.7: The redevelopment of the parcel would not alter air, water, or rail traffic in the project vicinity and, therefore, would not have a significant impact on large-scale traffic patterns.

However, future residential uses on the site would minimally increase the use of VTA transit service (VTA, 2005). It is expected that the transit provider would be able to accommodate the project-generated increase in the number of passengers. Therefore, the proposed project would not alter air, water, or rail traffic in the project vicinity and therefore, would have no impact.

Impact: Less than Significant Impact. No Mitigation Measures required.

Cumulative Impacts: The proposed project would …
[NOTE TO REVIEWER: Waiting for direction from the Traffic Engineer before drawing conclusions.]

Additional Mitigation Measures Required by this CEQA Review: None.

G. BIOLOGY

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Disturb any endangered, threatened or rare species, or their habitats.	☐	☐	☑	☐	32
2. Affect or eliminate Heritage Trees.	☐	☐	☑	☐	33
3. Affect locally designated natural communities (i.e., Shoreline).	☑	☐	☐	☐	1
4. Disturb wetlands.	☑	☐	☐	☐	1
5. Affect migration corridors.	☑	☐	☐	☐	32

Comment to G.1: ESA biologist Dana Ostfeld conducted a reconnaissance-level field survey on November 16, 2006 to verify existing conditions, assess vegetation and wildlife habitats, and identify potential for sensitive species to occur on-site. The project site was previously a nursery (horticultural), and is currently comprised of a vacant, vegetated lot with a segment of the Hetch Hetchy Trail running east-west through the southern portion of the property. It is bordered by residential housing on the north, south, and west, and North Whisman Road along the east. The project areas isolation from other undeveloped areas, its history of disturbance, and its lack of native vegetation, make the site unlikely to support any Special Status species.[9]

The California Natural Diversity Data Base (CNDDB) documents 15 occurrences of Special Status species within the four USGS quadrangle containing and surrounding the site (Mountain View, Palo Alto, Mindego Hill, and Cupertino), but many of these are historical (California Department of Fish and Game [CDFG], 2007). Although there are probably no Special Status species on the project site, several birds, including a red-tailed hawk (*Buteo jamaicensis*), house sparrow (*Passer domesticus*), black phoebe (*Sayornis nigricans*), Anna's hummingbird (*Calypte anna*), and white-crowned sparrow (*Zonotrichia leucophrys*) were observed during the November 16, 2006 site visit. These and other non-listed birds could nest in the trees on or surrounding the project area, and project-related construction noise could negatively impact them. Breeding birds are protected under Section 3503 of the California Fish and Game Code (the Code), and raptors are protected under Section 3503.5. In addition, both Section 3513 of the Code and the Federal Migratory Bird Treaty Act (16 USC, Sec. 703 Supp. I, 1989) prohibit the killing, possession, or trading of migratory birds. Finally, Section 3800 of the Code prohibits the taking of non-game birds, which are defined as birds occurring naturally in California that are neither game birds nor fully protected species. Potential project-related impacts to breeding or nesting birds would be minimized to less-than-significant levels with the implementation of Mitigation Measure BIO-1, below:

Additional Mitigation Measures Required by this CEQA Review: BIO-1.

[9] The term "Special Status" species includes those that are listed and receive specific protection defined in federal or state endangered species legislation, as well as species not formally listed as Threatened or Endangered, but designated as "Rare" or "Sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations, or policies adopted by local agencies such as counties, cities, and special districts to meet local conservation objectives.

Mitigation Measure BIO-1: To the extent practicable, construction activities shall be performed or vegetation removed from September through February to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys should be performed by a qualified biologist no more than 14 days prior to construction activities to locate any active nests prior to the start of construction and prior to the removal of any tree. If active nests are observed, buffer zones shall be established around trees with nests, with a size acceptable to the California Department of Fish and Game. Construction activities shall avoid buffered zones and no tree will be removed until young have fledged or the nest is otherwise abandoned.

Comment to G.2: The City of Mountain View has adopted a Heritage Tree Ordinance (City of Mountain View City Code Chapter 32, Trees, Shrubs, and Plants). According to the Heritage Tree Ordinance, a Heritage Tree is defined by the following criteria:

- Any tree which has a trunk with a circumference of 48" or measured at 54" above natural grade; or
- Any oak, redwood or cedar tree with a circumference of 12" or more measured at 54" above natural grade; or
- Any tree or grove of trees designated by City Council resolution to be of special historical value or significant community benefit.

The proposed project will remove one narrow-leafed ash (*Fraxinus angustifolia*) that is presumed to be Heritage Tree size, and work under the dripline of several other Heritage Trees. The Heritage Tree Ordinance shall be implemented through the following mitigation measure:

Mitigation Measures Already Required as a Matter of Law by the City of Mountain View:

MV-6: A Heritage Tree Removal Permit completed by a certified arborist must be obtained from the City Manager before the Heritage Tree is removed, and protection of adjacent Heritage Trees must be implemented. A copy of the approved site plan and Findings Report must be submitted to the Parks Division as part of the permit application. Replacement trees will be required to mitigate the loss of each Heritage Tree.

Impact with City Required Mitigation Measures Incorporated: Less than Significant.

Comment to G.3: The site has a history of disturbance, and native habitat no longer exists. There will be no substantial affects on any sensitive, natural communities.

Additional Mitigation Measures Required by this CEQA Review: None.

Comment to G.4: There are no jurisdictional wetlands on the property, as defined by either the federal Clean Water Act or the State of California.

Additional Mitigation Measures Required by this CEQA Review: None.

Comment to G.5: The proposed project will not interfere substantially with the movement of fish or wildlife species. In addition, because this site is surrounded by residential development, the project would not substantially affect any wildlife migration corridors.

Additional Mitigation Measures Required by this CEQA Review: None.

Cumulative Impacts: Mitigation Measures MV-6, already required by the City of Mountain View, and Mitigation Measure BIO-1 is designed to reduce cumulative impacts to both Heritage Trees and nesting birds. Because of the disturbed character of the site, no additional biological impacts are anticipated to result from this project.

Impact with City Required Mitigation Measures Incorporated: Significant.

Additional Mitigation Measures Required by this CEQA Review: BIO-1.

H. ENERGY AND MINERAL RESOURCES

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Create conflicts with adopted energy conservation plans.	☐	☑	☐	☐	3, 4, 34
2. Use non-renewable resources in a wasteful and inefficient manner.	☐	☑	☐	☐	1, 3

Comments on H.1 and H.2: Pacific Gas and Electric (PG&E), which owns the gas and electrical utility supply lines in the City of Mountain View, provides electricity and gas service to the City, including the project site with a net increase of 69 units. The Whisman and Mountain View substations, which receive their energy from the De Anza Division of the Mission Trails Region, supply electrical energy to the City. Buildings constructed after June 30, 1977, must comply with standards identified in Title 24 of the California Code of Regulations. Title 24, established by the California Energy Commission (CEC) in 1978, requires the inclusion of state-of-the-art energy conservation features in building design and construction, including the incorporation of specific energy conserving design features and the use of non-depletable energy resources. Title 24 has recently been amended and as of October 1, 2005, new standards for outdoor lighting and residential lighting standards are required. These standards establish lighting zones that differentiate the amount of outdoor lighting by geographical location, and establish new performance standards for residential lighting (CEC, 2005).

The City of Mountain View General Plan identifies the following goals and policies regarding energy:

- Environmental Management Goal K: Encourage optimal use of available energy resources.
- Environmental Management Policy 28: Promote energy conservation.
- Environmental Management Action 28.b: Continue to use Title 24 of the Building Code to require proper energy conservation for all approved projects.

The proposed 69 residential units at the project site would intensify the consumption of electricity and natural gas at the site. However, this would happen incrementally and would not be expected to generate a demand in excess of existing capacity. The project site is located amidst residential and commercial uses on all four sides, with electricity and gas service already provided in the project vicinity. Therefore, the proposed project would not require the establishment of new gas or electricity services. Utility extensions and connections to the individual buildings would be coordinated and financed by the project applicant.

The development of the site would be required to conform to the Mountain View General Plan and also with Title 24, which requires measures that include the installation of appliances that are energy-efficient; the installation of shades, awnings or sun screens on windows facing south and/or west light; the use of energy-efficient fluorescent lighting as feasible; the installation of any air conditioning systems that are labeled with the ENERGY STAR® label; caulking and weather-

stripping windows and doors, and the installation of energy-saver showerheads. These strategies would reduce potential impacts to energy resources to a less than significant level and ensure that the eventual residential development at the project site would not use electricity and natural gas in a wasteful or inefficient manner.

There are no known significant mineral resources in the City of Mountain View or on the project site. The proposed project would, therefore, have no impact on mineral resources nor would it result in the loss of a known mineral resource.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Cumulative Impacts: By adhering to the requirements of Title 24, which was enacted to reduce cumulative impacts to energy resources in the State of California, the project would have a less than significant cumulative impact to energy resources. There are no known significant mineral resources in Mountain View, and the project would therefore have no cumulative impact on mineral resources in Mountain View or in the region.

Impact: Less than Significant Impact. No Mitigation Measures Required.

I. HAZARDS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Create a risk of accidental explosion or release of hazardous substances (e.g., oil, pesticides, chemicals, etc.).	☐	☑	☐	☐	1
2. Interfere with an emergency response or evacuation plan.	☐	☑	☐	☐	1
3. Create any health hazard or potential health hazard.	☐	☐	☑	☐	35, 36
4. Expose people to existing sources of potential health hazards.	☐	☐	☑	☐	35, 36
5. Increase fire hazards in areas with flammable brush, grasses, or trees.	☐	☑	☐	☐	1
6. Emit hazardous emissions or handle hazardous materials within ¼ mile of existing or proposed school.	☐	☑	☐	☐	35, 36

Comment to I.1: The proposed project would involve development of the project site for residential uses. As previously discussed in Section D., *Hydrology and Water Quality*, Comment to D.8 of this document, construction at the site could involve minor quantities of paints, solvents, oil and grease, and petroleum hydrocarbons. Compliance with hazardous materials BMPs, as identified in the required SWPPP would reduce potential impacts from spills or leaks associated with construction hazardous materials to a less than significant level. Following construction, hazardous materials storage, use, and disposal at the project site would be limited to minor quantities of pesticides and herbicides associated with landscape maintenance, and petroleum hydrocarbons or oil and grease associated with occasional, minor automobile repair within residential owners' garage or driveway. Potential explosion or hazardous substance release during or after project construction is therefore considered less than significant. Preparation of a SWPPP is already required by the City as Mitigation Measure MV-2, in Section D., *Hydrology and Water Quality*. Implementation of MV-2 would reduce potential impacts to a less than significant level.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

Comment to I.2: Residential development at the site would be designed in accordance with City of Mountain View design requirements to ensure adequate police, ambulance, and fire personnel access to the proposed residences, as noted in Section K, *Public Services*, of this document. Future development would not involve the temporary or permanent closure of roads, and would therefore not interfere with emergency response or evacuation plans.

Impact: Less than Significant. No Mitigation Measures Required.

Comment to I.3 and I.4: The information presented in this section is based on the Phase I and Phase II Environmental Site Assessment (ESA) completed for the project site in January 2007, by Treadwell & Rollo, Inc.

The Phase I ESA identified the following recognized environmental condition: the presence of halogenated volatile organic compounds (HVOC) in the groundwater beneath the eastern portion of the site that originated from an offsite location (369 and 441 North Whisman Road). In addition, other potential concerns were noted during the assessment that, while not considered a recognized environmental condition, could indicate the presence of hazardous materials in the subsurface. As a result, soil sampling at the project site was recommended around a former diesel above ground storage tank (AST), underneath a former smudge pot location, and across the site for pesticides and metals related to historical agricultural and nursery use. In addition, groundwater sampling was recommended to assess the presence of benzene, toluene, and xylenes detected in soil gas samples collected in November 2005.

The project site is also located along the western boundary of the Middlefield-Ellis-Whisman (MEW) Superfund Study Area (Study Area). The MEW Study Area is a commingled regional groundwater contamination plume that covers three National Priorities List (NPL) or Superfund Sites, other facilities, and portions of the Naval Air Station Moffett Field Superfund Site. The MEW Study Area extends approximately 0.5 mile north and south of the site and was home to several semiconductor and other manufacturing facilities that used VOCs, primarily trichloroethene (TCE), as part of their operations. Two groundwater extraction wells and a treatment system associated with the MEW plume are located on site.

According to the *Final Five-Year Review Report for the MEW Superfund Study Area* (EPA, September 2004), soil cleanup has been completed. Groundwater cleanup remedies have included slurry walls (barriers beneath the surface) to contain contaminants and extraction and treatment systems to contain and cleanup groundwater contamination using granular activated carbon and/or air stripping systems. Groundwater cleanup is still underway and will continue for decades to meet the TCE cleanup level of 5 parts per billion (ppb).

As part of the Five-Year Review, EPA began evaluating whether HVOCs in the shallow groundwater are potentially migrating upwards through preferential pathways and impacting indoor air. Based on the Phase I ESA results, Treadwell & Rollo performed soil, soil gas, and groundwater testing at the project site. In soil gas, benzene, toluene, ethylbenzene, and xylenes (BTEX), and HVOC compounds were detected below Regional Water Quality Control Board (RWQCB) *Environmental Screening Levels (ESL) for Shallow Soil Gas for Evaluation of Potential Vapor Intrusion Concerns for Residential Land Use* and the California Human Health Screening Levels (CHHSL) from the California Environmental Project Agency's *Use of CHHSLs in Evaluation of Contaminated Properties.*

Test results indicated that specific areas of shallow soil contain pesticide concentrations that exceed California Hazardous Waste Criteria and Residential ESLs. Risks associated with elevated pesticide levels in soil can be managed during site redevelopment through proper handling, disposal, and/or cover as appropriate. Groundwater grab samples were tested for BTEX and MTBE, but these compounds were not detected in the samples analyzed.

Mitigation Measures Required by this CEQA Review:

HAZ-1: The contaminated soils identified by the Phase II investigation for the site shall be remediated either by excavation, removal and offsite disposal or onsite encapsulation under the direction of the overseeing agency, either the DTSC or the Santa Clara County Department of Environmental Health, and in accordance with state and federal laws regulating the disposal of contaminated soil. The remediation shall be completed prior to the commencement of project construction activities but can be combined with grading activities.

All remediation work shall be done in accordance with a Health and Safety Plan prepared for the project. A site health and safety plan shall be developed for construction workers prior to project construction. The plan shall include: (1) the identification of areas of known soil contamination and any training requirements and safety procedures for performing work near those areas; (2) procedures to be undertaken in the event that unknown contamination is discovered; and (3) emergency procedures and responsible site personnel. The plan shall be prepared and signed by a certified industrial hygienist.

Impact with Mitigation Measures Incorporated: Less than Significant.

Comment to I.5: The project site is currently vacant and immediately surrounded by developed residences and commercial properties. The project site is not located in a designated wildland area that would contain substantial forest fire risks or hazards. The risk of increased fire hazards in areas with flammable brush, grass, or trees from future re-development at the project site would be considered less than significant.

Impact: Less than Significant. No Mitigation Measures Required.

Comment to I.6: The project site is not located within a quarter mile of any school (see **Figure 8, Project Area and Buffer**). There are several schools located within a ½ mile radius of the project site

J. NOISE

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Increase existing noise levels temporarily.	☐	☐	☑	☐	3, 5, 37, 39
2. Expose people to severe noise via airborne or ground-borne vibrations.	☐	☐	☑	☐	3, 38, 40, 41

Comment to J.1: Construction Noise impacts on surrounding land uses

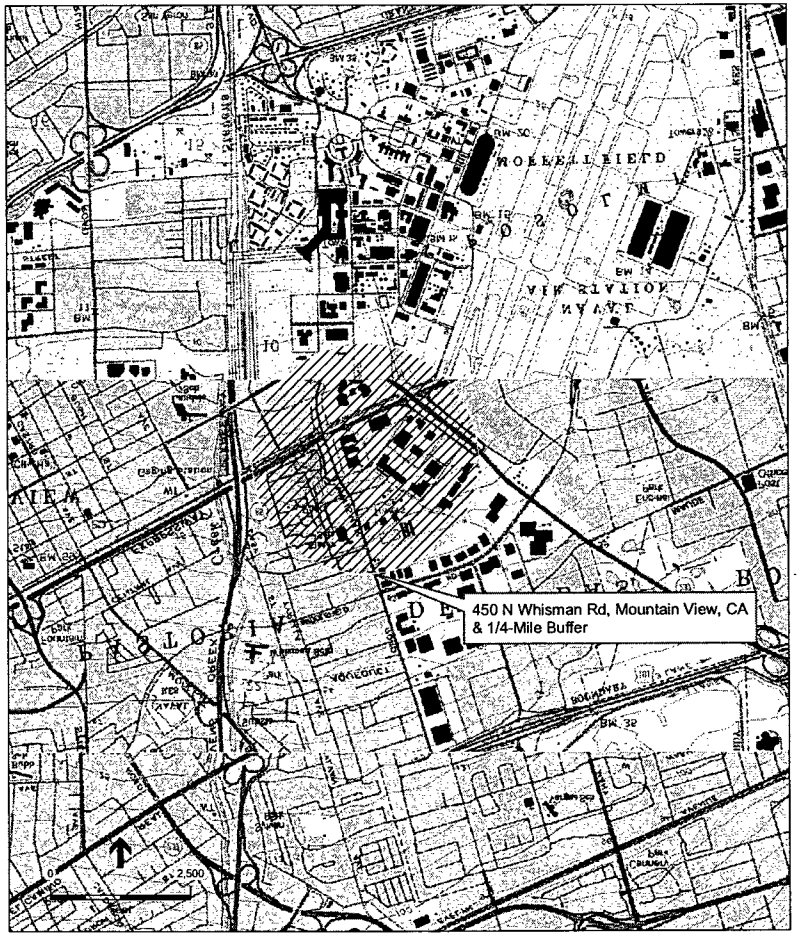
Noise standards are typically addressed in Title 24, local General Plan policies, and local noise ordinance standards (see Figure J-1). The City of Mountain View's Noise Ordinance (Section 21.26 of the Municipal Code) establishes noise regulations in the City of Mountain View. The noise ordinance restricts noise from any stationary equipment to a maximum of 55 dBA when measured at any location on any receiving residentially used property. Operation of any stationary equipment above the 55 dBA limit is allowed only if the owner or operator has obtained a conditional use permit after it has been demonstrated that such operation will not be detrimental to the health, safety, peace, morals, comfort or general welfare of the residents subject to the noise. Construction noise is addressed in Section 8.23 of the Municipal Code, which specifies the allowable hours for construction to be between 7:00 a.m. and 6:00 p.m. on weekdays. Construction may occur on weekends between 9:00 a.m. and 5:00 p.m. with approval from the City Building Department.

The project site is surrounded by a relatively quiet community of single-family homes. Noise monitoring conducted during the morning peak traffic hour indicated an average noise level of UPDATE THIS 55.6 dBA, Leq. The primary noise source in the area consists of vehicle traffic on North Whisman Road.

Construction of future residential development would involve demolition of the existing shede and the construction of 69 single-family homes. Various types of equipment would be used for demolition and construction purposes. Some of this equipment would generate relatively steady-state noise levels, such as the noise from diesel engines, and other equipment would generate impulse or impact noise.

Construction noise levels at and near locations on the project site would fluctuate depending on the particular type, number, and duration of use of various types of construction equipment. The effect of construction noise depends upon how much noise would be generated by construction, the distance between construction activities and the nearest noise-sensitive uses, and the existing noise levels at those uses. Depending upon the method of remediation selected for contaminated soil (as stated in Section I. Hazards), if removed it would require additional truck trips and this would also occur during the construction phase.

Table J-1 shows typical noise levels generated by construction of commercial buildings. As shown in Table J-1, the noisiest phases of construction would generate approximately 89 L_{eq} at 50 feet. Pile driving would not be required in construction of this project. The receptors nearest to the proposed construction activity would be single-family residences surrounding the project site. The loudest noise sources associated with construction are the excavation and exterior finishing phases.



SOURCE: USGS 7.5" Mountain View, CA; T6S, R2W, Section 23

450 N Whisman . 206346

Figure 8
Project Area and Buffer

including Kenneth N. Slater Elementary, Yew Chung, German School, and the Embry Aeronautical University. However, as discussed above in Comments to I.3 and I.4, the proposed project would not handle or disturb hazardous materials that would be a potential threat to any of these nearby schools.

Impact: Less than Significant. No Mitigation Measures Required.

Cumulative Impacts: The proposed use of the site as a residential development would not add any cumulative impacts associated with hazardous materials. The recognized environmental condition and other potential concerns found on the site during the Phase I investigation, would be mitigated through implementation of Mitigation Measures Haz-1. The operation of the residential would include the storage, use, and handling of limited quantities of hazardous materials that are in balance with surrounding land uses.

Impact with only City-Required Mitigation Measures (MV-2) Incorporated: Potentially Significant.

Additional Mitigation Measures Required by this CEQA Review: HAZ-1.

Impact with additional Mitigation Measures Incorporated: Less than Significant.

Building construction noise during the noisiest phases of construction would be 88 dBA, L_{eq} at 50 feet, the approximate distance to the nearest sensitive receptor (residences to the south). These predicted noise levels would exceed the existing onsite conditions and would occur intermittently over the construction period. Applicable standards of the Mountain View Noise Ordinance discussed previously would restrict construction activities to daytime hours. However, project-related construction activities would have the potential to expose existing nearby sensitive receptors to excessive levels of noise.

TABLE J-1
TYPICAL CONSTRUCTION EQUIPMENT NOISE EMISSION LEVELS

Equipment	Noise Level (L_{eq})*
Shovel (Excavator)	82
Back Hoe	80
Concrete pumps	82
Jack Hammer	88
Pneumatic tools	85
Truck	88
Pile Driving	101

*Estimates correspond to a distance of 50 feet from the piece of equipment.

SOURCE: U.S. Department of Transportation, Transit Noise and Vibration Impact Assessment, April 1994.

To reduce noise impacts of project construction on adjacent sensitive receptors, the construction contractor will be required to implement the following measures already required by law by the City of Mountain View throughout the duration of construction activity:

Mitigation Measures Already Required as a Matter of Law by the City of Mountain View:

MV-7: Construction contractors shall be required to follow appropriate time restrictions consistent with the City's Municipal Code. Specifically, it is recommended that contractors be required to limit noisy construction activities, including related on-road truck use in the immediate project vicinity, to the hours of 7:00 a.m. to 6:00 p.m. on weekdays. No construction shall be allowed on weekends and legal holidays. In addition, although not required, it is recommended that the use of impact tools (e.g., hoe-ram, jackhammers, pile driver) be limited to the hours of 8:00 a.m. to 5:00 p.m.

MV-8: Construction Related Noise Attenuation Measures

- Notify adjacent residents of planned construction activities, as well as any particularly noisy activity that would affect them for a given short period of time so they can plan their activities accordingly.
- Ensure that all diesel equipment is equipped with effective mufflers, in accordance with the manufacturer's specifications, and that the mufflers are in good repair.
- Use temporary noise barriers along the perimeter of the sites, to the maximum extent feasible during demolition and grading activities.

- Locate stationary noise-generating equipment such as generators and compressors as far as possible from the nearest residential property line.
- Locate any construction trailers or offices as far from the adjacent residential uses as possible.
- Construct portions of the project adjacent to existing residential uses or along the site's perimeter first, to provide a noise barrier during the remainder of the construction period.
- Disclose anticipated construction and demolition activities to potential residents and buyers of new residential buildings so future occupants can plan their activities accordingly.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

Comments to J.2: In discussing whether the project would expose people to severe noise via airborne or ground-borne vibrations, this analysis examines the impact of construction and operational activities associated with the project on the existing sensitive receptors in the vicinity of the site as well as the impact of the existing noise environment on the future occupants of the project site.

Compatibility of the Site for Proposed Residential Use

The City of Mountain View General Plan contains guidelines for determining the compatibility of various land uses with different noise environments (City of Mountain View, 1992). The Noise Element recognizes that some land uses are more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. For residential uses, the guidelines indicate that an outdoor noise environment of DNL 55 dBA or less is considered "normally acceptable," while a noise environment between DNL 55 and 65 dBA would be considered "conditionally acceptable." An outdoor noise environment of DNL 65 to 75 dBA would be considered "potentially unacceptable" while environments above 75 dBA DNL is considered "normally unacceptable." For outdoor noise environments above DNL 65 dBA, the General Plan requires that development of residential uses not be undertaken unless adequate noise mitigation options have been analyzed and appropriate mitigations incorporated into the project to reduce the exposure of people to unacceptable noise levels.

To provide the basis for evaluating compatibility of the site for residential uses, ESA undertook short-term measurements at the project site at the western terminus of Whisman Court. Motor vehicle noise was observed to be the main noise source on the project site. Other noise sources were aircraft fly-overs and birds.

The monitored noise level at the project site was UPDATE55.6 dBA, Leq during the morning peak traffic hour. In noise environments where motor vehicle traffic is the predominant source, the peak hour Leq is approximately equal to the day-night noise level (DNL) (Caltrans, 1998). Consequently, the DNL at the project site is expected to be about 55 dBA, based upon short-term noise measurements.

The monitored noise level would be in the normally acceptable category of the General Plan Land Use Compatibility Guidelines for residential uses. Consequently, the project site would be considered

compatible with the proposed residential use and existing noise levels would be considered a less than significant impact on proposed uses.

Impact without Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

Project's Impact on the Noise Environment at Existing Nearby Sensitive Receptor Locations

Future residential development of the site could generate noise from motor vehicle trips as well as from stationary sources (i.e., HVAC equipment etc.) that could affect nearby noise-sensitive land uses. Sensitive receptors are located on all sides of the project, and those nearest to the project site are single-family housing. [Note to Reviewer: The discussion will be completed upon the completion of the transportation section.]

Given that the HVAC equipment that would be operated at the project site would be subject to the City's noise ordinance standards, and provided that the equipment is designed and used in a manner that complies with those standards, the related noise impact to onsite residents and adjacent land uses would be less than significant. Therefore, noise from HVAC equipment would not be expected to expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, significantly affecting the noise environment at nearby land uses.

The impact of the project's construction noise on existing sensitive receptors is discussed under Comment to J.1 above.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Cumulative Impacts: The proposed project would result in impacts to the noise environment primarily during the construction phase. Based on noise measurements taken of ambient noise levels (which are measures of the cumulative noise environment in the vicinity of the site) and the increase in traffic levels that would result from the project, following construction, the project would result in possible increases in ambient noise levels. However, Mitigation Measures MV-7 and MV-8 already required as a matter of law by the City of Mountain View would reduce cumulative noise impacts near the project site to a less than significant level.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

K. PUBLIC SERVICES

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Create a need for new or altered fire protection.	☐	✓	☐	☐	1, 44, 49
2. Create a need for new or altered police services.	☐	✓	☐	☐	1, 43, 45, 48
3. Create a need for new or altered school facilities or services.	☐	✓	☐	☐	1, 42, 46, 50
4. Create a need for new or increased maintenance services.	☐	✓	☐	☐	1, 47
5. Create a need for new government facilities or services.	☐	✓	☐	☐	1, 47

Comment to K.1: The City of Mountain View Fire Department (CMVFD) currently has five fire stations and approximately 86 employees that provide comprehensive fire prevention and fire code enforcement, fire suppression, emergency medical services, and community emergency preparedness in the City of Mountain View. Emergency calls are dispatched through the City of Mountain Communication Center, located at 1000 Villa Street, from which they are routed to the Police Department or Fire Department, as appropriate. In the 2005-2006 calendar year, the CMVFD responded to approximately 4,818 calls citywide. More than 61 percent of service calls requested emergency medical response (City of Mountain View Fire Department, 2007). Other types of calls for service included calls reporting fires and explosions, service calls, good intent calls, and false alarms. Each fire station within the Department is capable of providing fire protection, fire rescue, and emergency response, including emergency medical services, 24 hours a day.

Fire Station No. 4, located approximately one-half mile south of the project site, at 229 North Whisman Road, is the primary station serving the project site. Station No. 4 is staffed with one engine company, which includes two captains and one engine, one reserve engine, and one truck. For a typical structure fire, the normal response would include three engines, one truck, one rescue vehicle and the battalion chief, or a total of approximately 15 personnel, which, depending on which trucks are closest at the time of the call and the type of response required, the response to the site would include personnel and equipment from Station No. 4 as well as personnel and equipment from other engines closest to the site. Stations No. 1 and No. 2, both located approximately 2.5 miles southwest of the project site, at 251 South Shoreline Boulevard and 160 Cuesta Drive, respectively, are the designated second responders to an emergency at the project site. The estimated response time from the three stations is approximately three to four minutes, which is within the response time goal of five minutes for 90 percent of all calls, as established by the CMVFD. **[Note to Reviewer: Awaiting confirmation from MVFD].**

The implementation of the proposed legislative changes would result in development of 69 residential units in the project area (a 0.2 percent increase in the number of housing units City-wide), which is currently served by the CMVFD. Residential use at the site would likely lead to an increase in calls for emergency medical services, possible alarm malfunctions, fire inspection services, fire suppression, and rescues. However, due to the small increase in population, the Fire Department

would most likely not have to add staff or facilities to maintain current response ratios and service standards. Furthermore, reviewing all project designs at the time building permits are issued would ensure that adequate fire and life safety measures are incorporated into the project in compliance with all applicable state and city fire safety requirements. The City's Fire Protection Engineer would review the proposed site plan to ensure that Fire Department personnel would have adequate access to all buildings at the site.

The proposed project would not create a need for new or altered facilities to maintain adequate service ratios, response times and other objective standards, and would not, therefore, result in significant environmental impacts to fire protection and emergency medical response provisions.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comment to K.2: The City of Mountain View Police Department (MVPD) provides police protection services in the City of Mountain View. The Police Department is headquartered at 1000 Villa Street, approximately 1.5 miles from the project site. The Department currently employs 96 sworn officers and 53 staff members. Based on the U.S. Census Bureau's 2005 estimated population of 69,427, the service ratio of officer to residents is 1.38 officers per 1,000 residents.

MVPD currently consists of five geographical police beats, with one officer assigned to each beat at any given time. The project site is located within Beat 4, which encompasses the northeast portion of the City. The proposed project site is also located within Reporting District (RD) 335, which contains blocks bound by East Middlefield Road to the south, Evandale Avenue to the north, North Whisman Avenue to the east and Tyrella Avenue to the west. Mountain View has a generally low violent crime rate, with most crimes categorized as property crimes. In 2006, 2,858 violent and property-related crimes were reported citywide. From June 2006 to May 2007, approximately 25 incidents were reported in RD 335, most of them involving assaults, auto burglaries, thefts, and stolen vehicles. MVPD has stated that the crime rate in the proposed project area is at or below the city average and that the greatest concentrations of calls for service occur in the westernmost portion of the city.

MVPD's 2004/2005 performance measure for police response times sets a target of responding to and arriving at a potential crime scene for all top priority calls in less than four minutes, for more than 55.55 percent of the time. This goal is currently being met for the project site. The Department has indicated that when it is fully staffed, it would be able to adequately respond to calls for service at the project site. **[Note to Reviewer: Awaiting confirmation from MVPD]**

The proposed residential development would likely result in a slight increase in calls for police protection services, but would not trigger a need for increased staff or new or expanded police facilities in order to maintain adequate service ratios, response times, and other objective standards.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comment to K.3: The Mountain View-Whisman Elementary School District (MVWESD) and Mountain View-Los Altos Union High School District (MVLAUHSD) operate Mountain View's public schools. MCWESD managed nine schools during the 2005-2006 school year: six elementary schools and two middle schools, with a total enrollment of 4,321. MVLAUHSD managed four schools during the same time period: two high schools, one alternative school and one continuing education center, with a total enrollment of 4,321 students.

Since the 2002-2003 school year, MVWESD enrollment has been steadily decreasing from 4,486 students to 4,321 students during the 2005-2006 school year, a decrease of approximately 4 percent. During the same time period, MVLAUHSD enrollment increased from 3,263 students to 3,683 students, an increase of approximately 13 percent.

The project site lies within the attendance boundaries for Edith Landels Elementary School, located at 115 West Dana Avenue, approximately one mile southwest from the project site, and Crittenden Middle School, located at 1701 Rock Street, approximately 1.5 miles west from the project site. The 2005-2006 school year attendance at Landels Elementary was 417 students, while the enrollment at Crittenden Middle School during the same time was 619 students. The District has indicated that both of these schools are currently below maximum enrollment capacity and would be able to enroll additional students **[Note to Reviewer: waiting for confirmation from school district]**. The enrollment at Landels Elementary decreased between the 2000-2001 and 2005-2006 school years by approximately 21.2 percent. During the same time period, the enrollment at Crittenden Middle School increased by approximately 17 percent. The enrollment at Landels Elementary School is expected to increase in the 2006-2007 school year because of the transfer of some students from the District closure of the nearby Kenneth N. Slater Elementary School. Despite this school closure, the District would be able to enroll additional students at Landels Elementary and Crittenden Middle Schools, including those generated by the proposed project. In addition, due to a short-term joint use agreement with Google, Inc., the District can regain access to Slater Elementary School in five years if District enrollment increases. Google, Inc. currently is using the building as a private daycare and preschool.

The site is also within the attendance boundaries for Mountain View High School, located at 3535 Truman Avenue, approximately 4 miles south of the project site. The current attendance at Mountain View High School is 1,791; with a projected capacity of 1,800 students. Enrollment at Mountain View High School increased approximately 30 percent between the 2000-2001 and 2005-2006 school years.

The proposed project has the potential to increase the number of students at the project site by introducing 69 residential units to the project area. The MVWESD uses the student generation rate of 0.232 per single family housing unit to estimate the number of students that could be generated by a residential project. Based on these numbers, 69 proposed housing units could generate approximately 16 students that would attend schools within the MVWESD. Similarly, the MVLAUHSD uses the student generation figure of 0.046 students per housing unit, which would result in approximately 3 students that would attend Mountain View High School.

The Leroy F. Greene School Facilities Act of 1998, or Senate Bill 50 (SB 50), restricts the ability of local agencies such as the City of Mountain View to deny land use approvals on the basis that public school facilities are inadequate. SB 50 establishes the base amount of allowable developer fees at $2.24 per square foot of residential construction.[10] These fees are intended to address local school facility needs resulting from new development. Public school districts can, however, impose higher fees provided they meet the conditions outlined in the act. Private schools are not eligible for fees collected pursuant to SB 50.These fees, which are required to be used for the affected schools, would be divided between the Mountain View-Whisman Elementary School District and the Mountain

[10] These are current base fees adopted by State Allocation Board (SAB), which is the policy-level body for the programs administered by the Office of Public School Construction within the State Department of General Services. The SAB is authorized by Government Code Section 65995(b)(3) to increase the base fee every two years. In order to levy the fees, school districts must prepare a "nexus" analysis demonstrating why the fees are required and how they will be used.

View-Los Altos High School District. The payment of these fees would result in less than significant environmental impacts to public schools in the project area.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comments to K.4 and K.5: The City of Mountain View has one Municipal Operations Center, located at 231 North Whisman Road, where the city stores and repairs maintenance vehicles and equipment. Government Services provided to Mountain View residents include the management of the Mountain View Senior Center, located at 266 Escuela Avenue, as well as local pools and recreation centers.

The proposed project could result in maximum of 69 residential units on the site. This could incrementally increase demand for government services, including maintenance services, but not in excess of amounts expected and already provided for in the area. Thus, the proposed amendment to the General Plan and rezoning would not be expected to have a measurable impact on the provision of governmental services.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Cumulative Impacts: Although all public service providers indicated an ability to serve the project site in combination with other known and anticipated development projects in the City of Mountain View, future development may require additional facilities. Because future development, beyond current applications, is unknown, the City anticipates that it will not be required to build new facilities at this time. The proposed project would therefore not have a significant impact on public services.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

L. UTILITIES & SERVICES

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Create a need for new or altered power or natural gas systems.	☐	☑	☐	☐	1
2. Require water supplies in excess of existing capacity.	☐	☐	☑	☐	51, 54, 53, 57
3. Require new or altered water treatment or distribution facilities.	☐	☑	☐	☐	52, 55, 53, 57
4. Create a need for new or altered sanitary sewer service.	☐	☑	☐	☐	52, 53
5. Require new or altered storm water drainage systems.	☐	☑	☐	☐	1, 52
6. Require new or altered solid waste disposal.	☐	☑	☐	☐	1, 56

Comment to L.1: Pacific Gas and Electric (PG&E) provides electric power and natural gas to customers in Mountain View. PG&E relies on hydroelectric, nuclear, fossil fuel plants, geothermal plants, wind turbines, and small independent energy companies for its transportation, industrial, residential, and commercial energy needs. Electrical energy is supplied to the City through the Whisman and Mountain View substations, which receive their energy from the De Anza Division of the Mission Trails Region. Energy is transported to Mountain View through high-voltage electric cables running parallel to Stevens Creek. Large transformers at the substations convert the electricity for use by customers in Mountain View.

The existing project site would be served by PG&E through extension of existing power lines and natural gas facilities. PG&E has indicated there are no areas within the City of Mountain View that have insufficient capacity. Therefore, adequate services would be provided to all residents of the project. No future limitations to development or redevelopment related to electric and gas services are foreseen. All modifications and improvements to the existing electrical and gas infrastructure required to accommodate the proposed development at the project site would be determined in consultation with PG&E and would be subject to current installation charges, which would be applicant's responsibility. The proposed project would, however, be required to incorporate specific design elements that can assist in energy savings, as pursuant to Title 24, Part 6, of the California Code of Regulations.

In light of the above, the existing energy infrastructure is adequate to serve the site with its energy needs. The proposed project would not result in a need for new or significantly altered power or natural gas systems.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comments to L.2 and L.3: The City of Mountain View owns and operates its water utilities, delivering about 11.5 million gallons per day to its 70,000 residents, businesses, and institutions through 16,000 water service connections. The City receives about 90 percent of its water from the San Francisco Public Utilities Commission (SFPUC) system's Hetch Hetchy Aqueduct. Approximately 9.5 percent of the water comes from the Santa Clara Valley Water District's Rinconada Water Treatment Plant. A remaining small percentage of the City's water supply is provided by its seven wells. Mountain View's reservoirs are used for fire and operational storage. The Graham Reservoir, scheduled for completion in 2007, is an 8 million gallon reservoir. The Whisman Reservoir has six million gallons of storage. The Miramonte Reservoir has 3.3 million gallons of storage.

Under existing conditions, the site does not consume any municipal water. The proposed project envisions 69 residential units at the project site, which would fall below the 500 unit threshold established by Senate Bill 610 for a water assessment by the local water provider. The proposed housing units would, however, increase the demand for water use onsite and, therefore, would incrementally increase the water demand in Mountain View. Currently there are no employees or residents at the project site. The population generated by the proposed project would be approximately 155 new residents (see Section B, *Population and Housing*). Assuming a total population of 155 persons, the 69 single-family homes proposed for the project site would require approximately 18,135 gallons of water per day, or 6.62 million additional gallons per year.[11] This anticipated water demand for the 69 proposed units at the site would constitute approximately 0.15 percent of the City's current water demand of 4.54 billion gallons per year.

The City of Mountain View Public Works Department has indicated that the City's infrastructure has the capacity to accommodate the future residential uses at the project site. As there is a finite water supply to the region, mitigation is to encourage water efficient homes and gardens. Drought tolerant plants and efficient irrigation shall be incorporated into the project. If it is determined that upgrades or additional service connections are necessary, the developer would be required by the conditions of the approval to provide them.

Therefore, the proposed project would result in a less than significant impact to water supply and treatment provisions.

Impact: Less than Significant Impact with mitigation incorporated.

Comment to L.4: The City of Mountain View is the primary provider of sanitary sewer services for the City. The City maintains its own wastewater collection system, and pumps its wastewater to a regional treatment plant, the Palo Alto Regional Water Quality Control Plant (RWQCP) located at 2501 Embarcadero Way in the City of Palo Alto. The treatment plant also receives wastewater from Palo Alto, Los Altos, East Palo Alto, Stanford University, and Los Altos Hills, and has total capacity of 40 million gallons of wastewater per day (mgd). Mountain View has the capacity rights at RWQCP to approximately 15.1 mgd and currently generates approximately 8.4 mgd of wastewater, which is about 56 percent of its total capacity rights. The amount of Mountain View's total daily wastewater sent to the RWQCP for treatment is expected to increase to 10.5 mgd by 2020, which is well below the City's current capacity rights.

[11] This estimate assumes a per capita water use of 117 gpd (25 of which are attributable to landscape irrigation), based on calculations by Hanak (2005) of water use and population data reported in Department of Water Resources (2005), as well as personal communications with Serge (2007).

According to the City of Mountain View Public Works Department (CMVPWD), additional wastewater treatment demand can be calculated based on water usage. Typically, approximately 75 percent of water consumed will require treatment. Using this method of estimation (and assuming the approximate use of 117 gpd of water per capita per day), the future residential development would require treatment of a total of approximately 13,160 gpd of wastewater, which would constitute 0.16 percent of the total current wastewater treatment demand for the City of Mountain View.

The City of Mountain View Public Works Department has indicated that the City has the capacity to accommodate the project's demand for sanitary sewer services since the City's current demand is considerably less than its current capacity. If it is determined that any upgrades or additional connections are needed to serve the project, the developer would be required by the conditions of the approval to provide them.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comment to L.5: The City of Mountain View Public Services Department (CMVPSD) operates and maintains the storm water drainage system in Mountain View. Storm water that does not seep into the ground flows through the underground pipes into Stevens Creek, Permanente Creek, and Adobe Creek, from where it enters the marsh lands at Shoreline and San Francisco Bay. CMVPSD has indicated that current demand for storm drain facilities is being met in City of Mountain View.

The project site currently contains large sections of permeable surface areas associated with former plant production. Bare soil is present in the nursery area and along previously landscaped portions of the project site. Development of the project site would result in an increase in impervious surface area. The additional buildings and paved road surfaces would result in decreased permeability and a corresponding increase in peak runoff at downstream drainage facilities, potentially resulting in localized drainage problems. Although a drainage plan has not yet been prepared for the proposed project, the project applicant would be required to incorporate the City of Mountain View drainage design guidelines into the project drainage system. Any increase in storm water runoff associated with impervious surface areas may require expansion of the storm water drainage system. If it is determined that storm drain pipes in the area are insufficient and need to be replaced, extended or upgraded, and that these improvements were not planned as part of the City's Capital Improvement Program (CIP), the developer would have to undertake these upgrades. This would be determined after consultation with the City.

Furthermore, as with any project approval process, the developer would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) in order to minimize potential erosion and sedimentation. The SWPPP would include Best Management Practices to control erosion associated with grading, trenching, and other ground surface-disturbing activities.

The proposed project would also be required to comply with the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) development guidelines, including Provision C.3, which limits increases in storm water discharges from new developments and requires storm water site design and control measures. The SCVURPPP development guidelines are identified in the SCVURPPP's Urban Water Management Plan as Model Performance Standards. The proposed project would be expected to comply with the Model Performance Standards developed for the following activities:

- Storm Drain System Operation and Maintenance
- New Development Planning Procedures

- Construction Site Inspection
- Pest Management

Compliance with the SWPPP and the SCVURPPP, would result in less than significant impacts to the storm water drainage system. A SWPPP is required by Mitigation Measure MV-2 in *Hydrology and Water Quality*, Section D, of this Initial Study Checklist.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

Comment to L.6: Foothill Disposal, a Norcal Company, is the exclusive solid waste and recycling collector for the City of Mountain View. Foothill Disposal transports solid waste to the Sunnyvale Smart Station, which is the transfer station located at 301 Carl Road, in Sunnyvale. The solid waste is then hauled to the Kirby Canyon Landfill, located at 910 Coyote Creek Golf Drive, in San Jose. Kirby Canyon Landfill's total capacity is estimated to be approximately 21.8 million tons and it is expected to reach capacity around 2022. Total waste transported from Mountain View to the Kirby landfill in 2000 was 68,097 tons.

The County of Santa Clara Health Services Department is certified by the California Integrated Waste Management Board as the Local Enforcement Agency (LEA) for solid waste in Santa Clara County. The LEA has the primary responsibility for ensuring the correct operation and closure of solid waste facilities in the state. It also has responsibility for guaranteeing the proper storage and transportation of solid wastes.

Assembly Bill 939 (AB 939), enacted in 1989, requires each city's and county's Source Reduction and Recycling Element to include an implementation schedule to divert 50 percent of its solid waste from landfill disposal by January 1, 2000, through source reduction, recycling, and composting activities. As of 2002, the total annual waste diverted from landfills by residents and businesses in Mountain View was approximately 51 percent.

Although currently no waste is generated on site, the proposed project would develop 69 residential units with an estimated population of 155 residents, which would generate solid waste. In addition, large amounts of construction waste would be generated during construction activities. The City's rate of disposal for 2005 is 1.0 pound per resident per day. Based on this estimate, the project, after construction, could generate approximately 155 pounds per day of solid waste.

Whenever feasible, solid waste from the proposed project would be recycled for reuse to help the City to comply with AB 939. In addition, at least 50 percent of construction waste would also have to be recycled. Complying with AB 939 will result in Less than Significant impacts to solid waste provisions.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Cumulative Impacts: According to utility service providers, the proposed project, along with other anticipated development, would have a less than significant impact on the provision of utility services. Most development sites are already served by utilities and only minor adjustments would be required for new development. The proposed project would therefore have a less than significant impact on the provision of public utilities.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

M. AESTHETICS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Affect a scenic vista or highway.	☐	☑	☐	☐	1, 5, 58
2. Have a demonstrable negative aesthetic effect.	☐	☑	☐	☐	1, 3, 5, 59
3. Create light or glare.	☐	☑	☐	☐	4, 5

Comment to M.1: The project site is not located near or within the corridor of a designated scenic vista or scenic highway. Currently, the site is vacant, largely covered in gravel and low-laying groundcover (i.e., weeds and tall grasses), except for a shed (formerly used by the nursery), a few trees, including one heritage tree, and a segment of the Hetch-Hetchy Trail running east-west near the southern edge of the site. An approximately eight-foot black chain-link fence lines the northern edge of the Hetch-Hetchy Trail. In addition, various types of utility equipment (i.e., wires, transformers, water manholes and valves, etc.) are located throughout the project site. A wooden sign marking the Hetch-Hetchy Trail is located at the eastern edge of the site where the trail intersects with North Whisman Road.

There are no identifiable scenic view corridors through the project site. The site itself is flat with no perceptible variation in topography. Short-range public views of the eastern and western sections of the site are available from North Whisman Drive and Tyrella Road, respectively, and from passing vehicles traveling along these roads. However, these views are limited by existing fences, buildings, landscaping, and the configuration of the project site. Short-range public views would also be available to pedestrians and bicycles using the Hetch-Hetchy Trail through the project site. Public views from north and south of the site are obstructed by residential buildings adjacent to the site.

The California Department of Transportation (Caltrans) administers California's Scenic Highway Program, which was established by the California Legislature in 1963. Its purpose is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. The highways nearest to the proposed project (SR 237, SR 85, U.S. 101, and the Central Expressway) are not designated by the California Department of Transportation as scenic highways. The nearest scenic highways designated by the California Department of Transportation are SR 9 in Santa Clara County from the Santa Cruz County line to the Los Gatos City limit, and SR 1 in San Mateo County from the Santa Cruz County Line to Half Moon Bay. Both are several miles from the project site. Because the project is not visible from any scenic highway or vista, the proposed project would not result in any impacts on scenic highways or vistas.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comment to M.2: The City of Mountain View CEQA Guidelines uses both visual resources and architectural character as guidelines for determining whether a project would have a substantial demonstrable negative aesthetic effect. With respect to visual character for a project to have significant visual impacts, the project must either block views of an aesthetic resource or be located in an area that is itself considered to be an aesthetic resource. There are no existing buildings on the project site. The project site is therefore not considered to be an aesthetic resource.

As noted above, the site is currently vacant, except for a shed, a few trees, and a segment of the Hetch-Hetchy Trail running east-west along the southern edge of the site (Figure 9). An approximately eight-foot tall black chain-link fence lines the northern edge of the Hetch-Hetchy Trail. In addition, various types of utility equipment (i.e., wires, transformers, water manholes and valves, etc.) are located throughout the project site. There is limited landscaping provided on site and no natural topographic features. Views from the project sight include residential development to the west and commercial development to the east. Views to the north and south are largely blocked by an existing seven-foot wooden fence that borders the northern and southern edges of the project site, with only the upper stories of the adjacent residential development visible.

The proposed project would alter the existing visual character of the project site by replacing the largely vacant lot with 69 residential units. The development proposed by the applicant would construct 69 three-story attached rowhomes on the project site. The rowhomes would be built along an internal east-west roadway that would terminate in a cul-de-sac. Additionally, two one-way roadways would be located on the rear of the rowhouses to provide access to garages. The Hetch-Hetchy Trail would continue to traverse the site in an east-west direction along the southern side of the internal roadway.

The proposed 69 attached rowhomes would each include a porch and a two-car garage located at the rear of the buildings. As illustrated in Figure 2, the project would be configured in six separate clusters closely resembling each other. Architectural features would reflect nontraditional architecture, with muted earth-toned colors, shingled pitched roofs, framed windows, and multiple textures (i.e. stucco and wood siding). The over architectural design of the rowhouses would follow the City's Rowhouse Guidelines, emphasizing the individual quality of the units with variations in building massing and articulation with bays, gables, and strong eave elements.

The project would include onsite landscaping, which would generally be comprised of trees, ornamental shrubbery, and flowering plants, as well as a tot lot and a small park west of the cul-de-sac, where the project site narrows.

The views of the proposed project from North Whisman Drive and Tyrella Road would reflect higher density in composition and massing; however, views of the buildings from along these roads would be obscured by existing buildings and fences. Short-range public views would continue to be available to pedestrians and bicycles traversing the Hetch-Hetchy Trail through the project site. However, the trail would be buffered with light landscaping from the internal roadway and rowhomes. The vantage points most affected by the project would be the private views from the residential homes which surround the project site to the north, south, and west. Due to the seven-foot wooden fence which surrounds the site on all sides (except at the street frontages along North Whisman Drive and Tyrella Road), views from the surrounding residence would be limited to the upper stories and roofs of the proposed homes. Additionally, trees would be planted along the perimeter of the buildings, which would further buffer views from surrounding residences and from North Whisman Road and Tyrella Road, especially as the trees mature. In general, the proposed units would be visually compatible with the development pattern of adjacent multi-family homes because the proposed buildings would mimic the prevailing height range and bulk of the residential development in the project vicinity. Long-range views of the site are blocked by existing buildings, both at the site and by adjacent development. Therefore, the proposed project would not block any scenic vistas.

SOURCE: ESA

450 N Whisman . 206346

Figure 9
Existing Views of the Project Site

The City's Development Review process would ensure that the site design and architecture for specific units would result in a high-quality residential development that is compatible with existing development. In particular, the rowhouses would be reviewed for setbacks, "good neighbor" design elements (outlined in the City of Mountain View Rowhouse Guidelines) would be applied to the greatest extent possible, building facades would be built in a way that would ensure compatibility with surrounding sidewalks and public areas, and landscaping would be provided along the property line to provide screening for existing homes. Therefore, the project would have a less than significant impact on visual quality.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comment to M.3: Future residential development would likely include fixed lighting for homes and street lighting in the interior areas of the development site. Project plans would be reviewed at the time development plans are submitted to the City for review. The City's Development Review Process would ensure that the project would be reviewed for light and glare impacts to surrounding properties. Furthermore, as noted above, tree planting would be occur along the edges of the project site, specifically along the northern and southern edges, which would reduce potential light and glare, as well as protect privacy. The proposed development site plans would be subject to review under Section 8.242 of the Mountain View Building Code, which sets forth lighting requirements for multiple-family residential developments. Therefore the proposed project would not create significant light and glare.

Cumulative Impacts: The proposed project would alter the cumulative visual quality at the site and the vicinity, however, the City's Development Review process for the project would be required to complement the existing site vicinity. Therefore, the project would complement surrounding residential development.

Impact: Less than Significant Impact. No Mitigation Measures Required.

N. CULTURAL RESOURCES

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Disturb paleontological resources.	☐	☐	☑	☐	1, 63
2. Disturb archaeological resources.	☐	☑	☐	☐	1, 63
3. Affect historic resources.	☐	☑	☐	☐	60, 61, 62, 64
4. Affect unique ethnic cultural values.	☐	☑	☐	☐	60, 61, 62, 64
5. Restrict existing religious or sacred uses within the project area.	☐	☑	☐	☐	1

Comments to N.1: Paleontologic resources are the fossilized evidence of past life found in the geologic record. Despite the tremendous volume of sedimentary rock deposits preserved worldwide, and the enormous number of organisms that have lived through time, preservation of plant or animal remains as fossils is an extremely rare occurrence. Because of the infrequency of fossil preservation, fossils – particularly vertebrate fossils – are considered to be nonrenewable resources. Because of their rarity, and the scientific information they can provide, fossils are highly significant records of ancient life.

Rock formations that are considered of paleontological sensitivity are those rock units that have yielded significant vertebrate or invertebrate fossil remains. This includes, but not limited to, sedimentary rock units that contain significant paleontologic resources anywhere within its geographic extent. The project site is underlain by Holocene floodplain deposits. These types of sediments would not likely yield significant paleontologic remains because they are surface deposits that are not considered fossil-bearing rock units.

Impact with Mitigation Measure Incorporated: Less than Significant.

Comments to N.2: A cultural resources records search of all pertinent survey and site data was conducted at the Northwest Information Center on (date) [File No. 07-XXX] **[Note to Reviewer: We have not yet received the records search data from the NWIC.]** The records were accessed by utilizing the Mountain View USGS 7.5-minute quadrangle map and included the project area along with a ½ mile radius around the project site. In addition to Information Center maps and site record forms, other sources that were reviewed included the Directory of Properties in the Historic Property Data File for Santa Clara County, the National Register of Historic Places, the California Register of Historic Resources, the California Inventory of Historic Resources (1976), the California Historical Landmarks (1996), California Department of Transportation State and Local Bridge Survey, the California Points of Historical Interest (1992), and other standard reference sources.

The project site boundaries do not have any previously recorded historical resources, including archaeological resources. However, a number of prehistoric sites have been recorded approximately one half-mile northwest of the project site, clustering around the 85/101 interchange and Moffett Field. But, the urbanized character and history of development in the project area have obscured the archaeological record and hence the proposed project is not expected to impact significant archaeological resources. Despite the level of development in the project area, components of sites may have been redeposited or may remain intact below the grade or fill surface. No other federal or state listed cultural resources occur within the project area or within a ¼-mile radius of the project area. Implementation of Mitigation Measures MV-9 and MV-10, already required by the City of

Mountain View, would ensure that an accidental discovery of archaeological resources would result in a less than significant impact to these resources.

Mitigation Measures Already Required as a Matter of Law by the City of Mountain View

MV-9: Should any archaeological artifacts be found during construction, all construction activities within 50-feet must immediately halt and the City must be notified. A qualified archaeological monitor will inspect the findings within 24 hours of the discovery. If the site is determined to contain significant cultural resources funding will be provided to identify, record, report, evaluate, and recover the resources as necessary. Construction within the area of the find shall not recommence until impacts on the historical or unique archaeological resource are mitigated. Additionally, Public Resources Code Section 5097.993 stipulates that a project sponsor must inform project personnel that collection of any Native American artifact is prohibited by law.

MV-10: In accordance with Public Resource Code Section 5097.98, should human remains be found on the site no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall be disturbed until:

- The Coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and
- If the Coroner determines the remains to be Native American then: (1) The coroner shall contact the Native American Heritage Commission within 24 hours; (2) The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased native American; (3) The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

Comment to N.3: As mentioned in the Comment to N.2, the records search did not reveal any federal or state-listed historical resources on the project site or within ¼ mile of the project area (***confirm upon receipt of NWIC letter.***) The City of Mountain View Register of Historical Resources (City of Mountain View, 2004) identifies one local historical resources in the project vicinity; a circa 1900 residence at 177 Ada Avenue about 0.5 mile south of the project site. Another nearby historic resource includes the 1934 Adobe Building at 157 Moffett Boulevard, located about 0.8 miles southwest from the project site, which is listed in both the National Register of Historic Places and in the local register. The remainder of the project vicinity is comprised primarily mid to late twentieth-century single and multi-family housing stock. The proposed project would have no direct or indirect effects to these nearby historical resources due to their distance from the project site and the number of intervening buildings.

As mentioned in the project description, the project site was previously in horticultural use as a nursery. The project site is located in Mountain View's Whisman District, a neighborhood triangle formed by Highways 237, 85, and 101. The district and North Whisman Road are named for John W. Whisman, who operated a pioneer stage coach line beginning in 1869. The first owner of the land in the Whisman Area was Mariano Castro who owned a large Spanish land grant named Rancho Pastoria de La Borregas. In the mid 1800s, Castro sold this portion of the rancho to Martin Murphy,

the founder of Sunnyvale. The first road through the neighborhood was Whisman Road, which originally ran through Moffett Field when it was still ranch land. Like most of the large ranch lands in the Mountain View Area, the lands owned by Martin Murphy were subdivided into smaller family farm parcels. Whisman Road is shown on an 1879 Thompson and West map of Santa Clara Valley, and identifies "Martin Murphy 418 acres" as the owner of the land upon which the project site is located (Thompson & West, 1879). By 1903, maps show rural development along Whisman Road south of present day Middlefield Road. The land north of Middlefield road was still medium sized ranches, and was owned by the Sullivan family in the project area ("Sullivan Estate Co. – 141 acres.") This area remained primarily agricultural in nature until construction of the Naval Air Station Moffett Field in the 1930s, and construction of the Bayshore Freeway in the 1950s, which spurred mid twentieth century and Post-WWII suburban development in the district which exists today.

In the early 1950s, the San Francisco Public Utility Commission (SFPUC) established a right-of-way through the project site to construct two water pipelines connecting the Hetch Hetchy Reservoir in the Sierras, with the Crystal Springs Reservoir on the San Francisco Peninsula. The SFPUC's Bay Division Pipeline Nos. 3, a 78" diameter steel pipe, was completed through the project site in 1956 and Pipeline No. 4, a 96" diameter steel pipe, was completed through the site in 1973 (SFPUC, 2005). As described in the project description, the project would maintain the SFPUC right-of-way and the pipelines within it. Any previous buildings which may have existed on this property, either associated with the prior nursery uses, or earlier agricultural activities, are no longer apparent. The only structures on the site include two groundwater extraction wells and a treatment system associated with the MEW plume (see section I, *Hazards*.) As no historic resources occur on or near the project area, the proposed project would have no impact on such resources, and no mitigation is necessary.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comment to N.4: The Native American Heritage Commission (NAHC) was contacted to provide information on locations of importance to Native Americans in the City of Mountain View and the project area specifically, as well as a list of Native Americans that should be contacted. No response has yet been received. The NAHC will provide a list of Native American organizations that should be contacted concerning locations of importance to Native Americans in the project area. According to Five Views: An Ethnic Site Survey for California (California Office of Historic Preservation, 1988), no historic site of ethnic importance is located within the project area or vicinity. Therefore, the proposed undertaking does not appear to affect known, unique ethnic cultural values.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Comment to N.5: The proposed project would construct a new residential complex on land formerly used for horticultural purposes. No sacred use of the project site or vicinity is known to occur. Access to this existing religious facility would not be restricted as a result of the proposed project. Therefore, the proposed project would not restrict known religious or sacred uses within the project area.

Impact: Less than Significant Impact. No Mitigation Measures Required.

Cumulative Impacts: The project site is not part of an historic district and is not eligible for the National Register. In addition, the site is not associated with any famous event or person. Implementation of Mitigation Measures MV-9 and MV-10, already required by the City of Mountain, would reduce any potential impacts to cultural resources at the site or in the vicinity to a less than significant impact. The proposed project would not have a significant impact on cultural resources and would therefore not have a significant impact on other cultural resources in the City of Mountain View.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None.

---

this is Cult Reserves
Somewhere need to ensure
the dev does not interfere
w/ the remedy
∴ they will ensure no vandalism etc

O. RECREATION

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Increase demand for parks or other recreational facilities.	☐	☑	☐	☐	66, 67
2. Affect existing park resources.	☐	☑	☐	☐	66, 67

Comment to O.1: The City of Mountain View encompasses over 1,000 acres of parks and open spaces, among them 12 acres of Mini-Parks, 41 acres of City-owned Neighborhood Parks, 78 acres of Community Parks, and 752 acres of Regional Parks. In addition, the City contains 140 acres of School District owned parks. The City's standard for parks, as set by its Park Land Dedication Ordinance, is 3 acres per 1,000 residents. The City currently exceeds this standard by providing 3.56 acres per 1,000 residents. The City's Recreation Division organizes various classes and other activities at the neighborhood parks and swimming pools, the Community Center, and the Senior Center.

The Whisman Area, in which the proposed project is located, is irregularly-shaped and is generally bounded by U.S. Highway 101 to the north, State Route 85 to the west, State Route 237 to the south, and the City of Sunnyvale to the east. At 1,104 acres, it is the second largest planning area in the City of Mountain View and is characterized primarily by residential and industrial uses. With 2.28 acres of parkland per 1,000 residents, the Whisman Area falls below the City's standard for parks, which is 3.0 acres of parkland per 1,000 residents. The Area is served by a variety of open spaces, including two neighborhood parks (both of which are joint city/school sites) and four mini-parks. Most residents within the Whisman Area, including those who would live in the proposed housing units, are within a half-mile distance of a publicly-accessible open space. It should be noted, however, that due to the fact that the majority of parkland within this area (76 percent) is owned by the School District, there is a possibility that these areas may become unavailable in the future if they are reallocated for school uses.

Parks and recreational facilities closest to the project site include the following: the *Whisman School Park*, located approximately one block west of the project site; the *Slater School Park*, located along N. Whisman Road, approximately one-half mile south of the project site; the *San Veron Park*, located at San Veron Avenue & Middlefield Road, approximately one mile west of the project site; and the *Landels School Park*, located at Dana Street & Calderon Avenue, approximately one and one-half mile south of the project site. Combined, these facilities include play structures, picnic areas, restrooms, soccer and football field, basketball courts, volleyball courts, and other sports facilities and passive green areas. The various activities offered by these parks include soccer, baseball, football, softball, basketball, volleyball, and recreation playground programs.

In addition to these parks, the Hetch-Hetchy Trail (owned by the City of San Francisco Public Utilities Commission) traverses the site in the east-west direction. This trail would be temporarily closed during the construction phase of the project, but would reopen after the construction is completed. Mitigation Measure TRA-1, included in Section F, *Transportations/Traffic*, would ensure that the general public is notified of this closure and that a trail detour is designated for the duration of project construction, if feasible.

Construction of the proposed project would introduce 69 new residential units to the project site, which could increase the demand for parks and other recreational facilities. The project would also be subject to the City's Park Land Dedication Ordinance (authorized by the passage of the 1975 Quimby Act, California Government Code §66477), which requires the developers of each new residential unit in the City of Mountain View to either dedicate park land of three acres per 1,000 residents or pay an in-lieu fee designated to serve the residential neighborhood that contributed the funds. The proposed project would meet the requirements set forth by this Ordinance by dedicating a a 0.73-acre park, Hawthorne Park, on the western part of the project site (on the western 'panhandle'). Mitigation Measure MV-11, below, described the City of Mountain View's Park Land Dedication Ordinance, which the project sponsor would comply with by developing the proposed Hawthorne Park.

Mitigation Measure Already Required as a Matter of Law by the City of Mountain View

MV-11: Future development shall comply with the City of Mountain View's Park Land Dedication Ordinance. The Ordinance requires the dedication of three acres of open space for every increase of 1,000 residents. To comply with the City's ordinance, these projects would either need to dedicate approximately 0.47[12] acres of open space or pay an equivalent impact fee to the City. The dedication of parkland or payment of the fees in-lieu of parkland dedication would either provide parkland to reduce demand on these facilities or would provide a revenue stream for use by the City to improve existing recreational facilities or could create new recreational facilities. Future development associated with this Legislative Action would therefore not have a significant effect on existing parks or recreational facilities.

In addition to the parkland dedication requirements, the project would provide several common green open space areas for the residents that would be designated in the northeastern portion of the project site and around the proposed paseos in the central portion of the site, pursuant to the open area requirement in the Zoning Ordinance.

Compliance with the City's parkland dedication ordinance in accordance with the Quimby Act, would mitigate this potential impact to less than significant levels.

Impact with City-Required Mitigation Measures Incorporated: Less than Significant.

Additional Mitigation Measures Required by this CEQA Review: None

Comment to O.2: The City of Mountain View provides public park sites and facilities throughout the city. As noted above, the following public parks are located closest to the project site: *Whisman School Park*, located approximately one block west of the project site; the *Slater School Park*, located along N. Whisman Road; the *San Veron Park*, located at San Veron Avenue & Middlefield Road; and the *Landels School Park*, located at Dana Street & Calderon Avenue.

The proposed residential development would lead to a population increase of about 155 persons at the project site. This has the potential to increase the use of existing park resources in the project vicinity. To offset this effect, the project applicant would dedicate 0.73-acres of parkland as part of the project, thereby complying with the City's Park Dedication Ordinance. This would result in a less than significant impact on park facilities.

Impact: Less than Significant Impact. No Mitigation Measures Required.

[12] 155 people multiplied by 3 acres/1,000 people = 0.465 acres.

Cumulative Impacts: The proposed project would be required to be pay impact fees, which are designed to reduce cumulative impacts to Mountain View's parks and recreational areas.

Impact: Less than Significant Impact. No Mitigation Measures Required.

P. MANDATORY FINDINGS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Could the project degrade the quality of the environment, substantially reduce habitat for fish or wildlife, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate plant or animal communities, reduce the number or restrict the range of a special status plant or animal, or eliminate important examples of California history or prehistory?	☑	☐	☐	☐
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, current projects, and probable future projects.)	☐	☑	☐	☐
3. Does the project have effects that will cause substantial adverse impacts on human beings, directly or indirectly?	☑	☐	☐	☐

Comment to P.1: The proposed project, with the implementation of mitigation measures identified in this document, does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric sites. Including mitigation measure BIO-1 (Monitoring of nesting birds).

Comment to P.2: Both long-term and short-term environmental effects associated with the proposed project would be less than significant. **[Note to Reviewer: Waiting to finish traffic.]**

Comment to P.3: The proposed project would not have the potential to cause significant adverse impacts on human beings, directly or indirectly.

Mitigation measures have been provided throughout this Initial Study, and are summarized in Table P-1, below. These mitigation measures, in addition to measures already required by law, would reduce any potential indirect impacts to humans to a less-than-significant level.

TABLE P-1
SUMMARY OF MITIGATION MEASURES

Impact Category	Mitigation
F. Traffic	**TRA-1:** The project sponsor shall post signs two weeks in advance of construction at both end of the trail on the project site, alerting users of pending construction activities and potential access restrictions to the trail. The signage shall include at a minimum the following details: Expected dates and description of construction activities. Any pending access restrictions on the trail. Name and phone numbers of persons to contact at the construction site and the City for questions regarding construction activities. In addition, the project sponsor shall coordinate with the City Park and Recreation Department to identify trail detour routes during construction where feasibly. The City shall require the project sponsor to maintain access during construction through inclusion of such provisions in the construction contract.
G. Biology	**BIO-1:** To the extent practicable, construction activities shall be performed or vegetation removed from September through February to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, pre-construction surveys should be performed by a qualified biologist no more than 14 days prior to construction activities to locate any active nests prior to the start of construction and prior to the removal of any tree. If active nests are observed, buffer zones shall be established around trees with nests, with a size acceptable to the California Department of Fish and Game. Construction activities shall avoid buffered zones and no tree will be removed until young have fledged or the nest is otherwise abandoned.
H. Hazards	**HAZ-1:** The contaminated soils identified by the Phase II investigation for the site shall be remediated either by excavation, removal and offsite disposal or onsite encapsulation under the direction of the overseeing agency, either the DTSC or the Santa Clara County Department of Environmental Health, and in accordance with state and federal laws regulating the disposal of contaminated soil. The remediation shall be completed prior to the commencement of project construction activities but can be combined with grading activities. All remediation work shall be done in accordance with a Health and Safety Plan prepared for the project. A site health and safety plan shall be developed for construction workers prior to project construction. The plan shall include: (1) the identification of areas of known soil contamination and any training requirements and safety procedures for performing work near those areas; (2) procedures to be undertaken in the event that unknown contamination is discovered; and (3) emergency procedures and responsible site personnel. The plan shall be prepared and signed by a certified industrial hygienist.

Source: Environmental Science Associates, 2007.

III. DETERMINATION

☐ The proposed project COULD NOT have a significant effect on the environment, and a Negative Declaration will be prepared.

☑ Although the project, as proposed, could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been added. Therefore, a Mitigated Negative Declaration will be prepared.

☐ The proposed project may have a significant effect on the environment, and an Environmental Impact Report is required.

☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

For Elaine Costello, Community Development Director — Date

LIST OF DATA SOURCES:

II.A. Land Use and Planning:

1. ESA, Project Description, 2007.
2. California Department of Conservation Farmland Mapping and Monitoring Program, Important Farmland Map, 1990.
3. City of Mountain View, City of Mountain View General Plan, adopted October 29, 1992.
4. City of Mountain View City Code, Chapter 36 (Zoning Ordinance), as amended.
5. Site Visit, June, 2007.

II. B. Population and Housing:

6. ABAG, Projections, 2007.
7. U.S. Census Bureau, http://factfinder.census.gov/home/saff/main.htm, accessed July, 2007.
8. City of Mountain View. Community Development Website, http://www.ci.mtnview.ca.us/city_hall/community_development/, accessed May 29, 2007.

II.C. Geophysical:

9. Treadwell & Rollo, Inc., *Preliminary Geotechnical Feasibility Study, KMJ Urban Communities, North Whisman Road and Sherland Avenue Site, Mountain View, California*, May 31, 2006.
10. California Geological Survey, Seismic Hazard Zones, Mountain View Quadrangle, July 2, 2003.
11. Hart, E.W. Fault-Rupture Hazard Zones in California: Alquist-Priolo Earthquake Fault Zoning Act of 1972 with Index to Earthquake Fault Zones, California Geological Survey (formerly the California Division of Mines and Geology), Special Publication 42, 1990, Revised and Updated 1997.
12. Jennings, C.W., Fault Activity Map of California and Adjacent Areas, California Geology Survey (formerly known as California Division of Mines and Geology), Geologic Data Map No. 6, 1:750,000, 1994.
13. United States Geological Survey, *Mountain View 7.5 Minute Quadrangle, Topographic Map, 1961 photorevised* 1968.
14. United States Geological Survey (USGS) Working Group on California Earthquake Probabilities (WG02) Earthquake Probabilities in the San Francisco Bay Region: 2003-2032 – A Summary of Findings, http://quake.usgs.gov/research/seismology/wg02/summary/, 2003.
15. Santa Clara County, Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), http://www.sccgov.org/content/0,4745,ccid%253D30006,00.html, accessed November 16, 2005.
16. Association of Bay Area Governments (ABAG), *Earthquake Hazard Map for Mountain View Scenario: Peninsula Segment of San Andreas Fault,* http://www.abag.ca.gov/cgi-bin/pickmapx.pl, accessed June 13, 2007.

II.D. Hydrology and Water Quality:

17. FEMA, Flood Insurance Map, City of Mountain View, Panel Number 06034 0003 D, July 4, 1988.
18. San Francisco Bay Regional Water Quality Control Board, Water Quality Control Plan (Basin Plan), 2004.
19. Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), www.scvurppp-w2k.com/Default.htm, Accessed June 15 2007.
20. State Water Resources Control Board, Santa Clara Valley Nonpoint Source Pollution Prevention Program, www.swrcb.ca.gov/stormwtr/docs/santa_clara_01_024.pdf, accessed June 14, 2007.

II.E. Air Quality:

21. Bay Area Air Quality Management District (BAAQMD), *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans*, December 1999.
22. BAAQMD, Ambient Air Quality Standards and Bay Area Attainment Status, www.baaqmd.gov/pln/air_quality/ambient_air_quality.htm, accessed May 10, 2007.
23. BAAQMD, Rules & Regulations, www.baaqmd.gov/dst/regulations/index.htm, accessed May 10, 2007.
24. California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective,* April 2005.

II.F. Transportation/Traffic:

25. Institute of Transportation Engineers Trip Generation (7th edition), 2003.
26. Institute of Transportation Engineers *Parking Generation* (3rd edition), 2004.
27. Santa Clara Valley Transportation Authority (VTA), CMP *Transportation Impact Analysis Guidelines*, June, 2003.
28. Transportation Research Board, *Highway Capacity Manual,* 2000.
29. Santa Clara Valley Transportation Authority (VTA), *VTA Transit Service Schedule.* www.vta.org, website accessed November 2005.
30. Santa Clara Valley Transportation Authority (VTA), *Santa Clara Valley Bikeways Map.* October 2005b.
31. City of Mountain View (2005), *Rowhouse Design Guidelines*, April 2005.

II.G. Biology:

32. California Department of Fish and Game, 2007. California Natural Diversity Data Base for 7.5 minute topographic quadrangles of Mountain View, Palo Alto, Mindego Hill, and Cupertino, commercial version.
33. City of Mountain View, City Code, Chapter 32: Tree Regulations of the City of Mountain View (Ordinance No. 175.659, April 1961).

II.H. Energy and Mineral Resources:

EPA date?

34. California Energy Commission, Title 24, http://www.energy.ca.gov/title24/, accessed July 9, 2007.

II.I. Hazards:

35. Treadwell & Rollo, *Phase I Environmental Site Assessment, Hetch Hetchy Site, Mountain View, California,* January 8, 2007.

36. Treadwell & Rollo, *Phase II Environmental Site Assessment, Hetch Hetchy Site, Mountain View, California,* January 8, 2007.

54R 3

II.J. Noise:

37. Caltrans, Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, October 1998.

38. U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, December 1971.

39. U.S. Department of Transportation, Urban Mass Transportation Administration, Guidance Manual for Transportation, Noise and Vibration Impact Assessment, July 1995.

40. City of Mountain View City Code, Section 21.26 (Stationary Equipment Noise)

41. California Code of Regulations, Title 24, Part 2. (California Building Code), Appendix Chapters 12 and 12A.

II.K. Public Services:

42. Avila, Jeannie, Administrative Assistant for Business Services, Mountain View-Whisman Elementary School District, personal communication, December 18, 2006.

43. Bennett, Jim, Public Information Office/Unit Supervisor, Office of the Police Chief, Mountain View Police Department, personal communication, December 19, 2006.

44. City of Mountain View Fire Department, official website, www.ci.mtnview.ca.us/city_hall/fire/default.asp, accessed July 9, 2007.

45. City of Mountain View Police Department, official website, www.ci.mtnview.ca.us/city_hall/police/default.asp, accessed July 9, 2006.

46. Education Data Partnership, Fiscal, Demographics, and Performance Data on California's K-12 Schools, www.ed-data.k12.ca.us/, accessed July 19, 2007.

47. Francis, Angela, Facilities Administrator, City of Mountain View, personal communication, June 2005.

48. U.S. Census Bureau, official website, www.census.gov, accessed July 9, 2007.

49. Wentker, Jaymae, Fire Marshal, Mountain View Fire Department, personal communication, December 20, 2006.

50. Wright, Rebecca, Chief Financial Officer, Mountain View-Whisman School District, personal communication, October, 2005.

III.L. Utilities and Service Systems:

51. Hanak, E. (2005) Water for Growth: California's New Frontier. Report for the Public Policy Institute of California, http://www.ppic.org/content/pubs/report/R_705EHR.pdf, accessed on May 30th, 2007.

52. City of Mountain View, 2005 Draft Urban Water Management Plan, 2005.

53. Serge, David, Utilities Services Manager, City of Mountain View Public Services Department, personal communication, October, 2006.

54. Department of Water Resources, 2005.

55. City of Mountain View, *Water Quality '05*. Consumer Confidence Report, June 2006.

56. California Integrated Waste Management Board. Active Landfills Profile for Kirby Canyon Recycling and Disposal Facility, http://www.ciwmb.ca.gov, accessed on May 29th, 2007.

57. Van der Leeden, F, Troise, F, and Todd, D. (1991) The Water Encyclopedia. Second Edition. Chelsea, Michigan: Lewis Publishers.

II.M. Aesthetics:

58. California Department of Transportation, Scenic Highway Program, http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm, February 28, 2006.

59. City of Mountain View, Mountain View Rowhouse Guidelines, 2005.

II.N. Cultural Resources:

60. Whisman Area History. Website. Accessed July 17, 2007 http://members.aol.com/GCSP/Whisman.htm

61. City of Mountain View Planning Department, Now and Then: Exploring Mountain View's Architectural heritage, 1979.

62. Perry, Nicholas, Images of America, Mountain View, Arcadia Publishing, 2006.

63. NWIC, Records Search Results, Re: 450 N. Whisman Road. File No. 07-XXX (date) – Update ref. when NWIC letter becomes available.

64. San Francisco Public Utilities Commission (SFPUC), A History of the Municipal Water Department and Hetch Hetchy System, 2005.

65. Thompson & West Map, Santa Clara Valley, 1879.

II.O. Recreation:

66. City of Mountain View, Community Services, http://www.ci.mtnview.ca.us/citydepts/cs/commsvcs.htm, accessed July 2007.

67. City of Mountain View Parks and Open Space Plan, 2001.

CITY OF MOUNTAIN VIEW
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

DRAFT MITIGATED NEGATIVE DECLARATION

I. INTRODUCTION

A. Project Address and Title:

Address: 450 North Whisman Road, Mountain View, CA
Title: 450 North Whisman Road

B. Lead Agency Name and Address:

City of Mountain View
Community Development Department
Post Office Box 7540
Mountain View, California 94039-7540

C. Contact Person and Phone Number:

Peter Gilli, Zoning Administrator
Telephone: (650) 903-6306

D. Project Sponsor's Names and Addresses:

KMJ Urban Communities, LLC
1924 Fourth Street
San Rafael, CA 94901

E. General Plan Designation and Zoning:

General Plan: Medium-Low Density Residential (7-12 units/acre)
Zoning: R2 (One and Two Family)

F. Project Description:

KMJ Urban Communities, LLC (applicant) has submitted an application to the City of Mountain View to construct 69 detached residential units at 450 North Whisman Road, between Walker Drive and Sherland Avenue. This construction would be consistent with current General Plan and Zoning designations.

The project would be required to conform to the Rowhouse Guidelines (2005), which establish development standards for rowhouses in the City. Each unit would include a porch; all garages would be accessible from the rear of the unit located along a system of rear alleyways.

The buildings would be configured in six separate clusters, each of which would contain between ten and fourteen rowhomes. Vehicular access to the proposed dwelling units would

be provided via Hawthorne Lane (a proposed internal roadway that would be accessed from North Whisman Road), and other internal driveways that would be accessed via Hawthorne Lane. Pedestrian and bicycle access to the Hetch-Hetchy Trail would be maintained through the site with the development of the project. Open space areas would be provided in the form of landscaped lawns located along the north and south sides of Hawthorne Lane, a central court, a tot lot and a proposed 0.73-acre public park. In total approximately 53 percent of the site would be dedicated to open space.

As part of the proposed project, the site would be cleared and graded. In addition, the proposed construction would require a Heritage Tree Removal Permit for removal of one heritage tree onsite. The project would also require a Planned Unit Development permit for the site and a tentative map to eliminate existing property lines and to create new individual parcels.

G. Location of Project:

Located in the South Bay Area, in central Mountain View, the i project site is less than half a mile from U.S. Highway 101, approximately 0.75 miles from State Route 85, and approximately one mile from State Route 237, near the Sunnyvale border. The site is bounded by North Whisman Road on the east, Tyrella Road on the west and existing residential areas on the north and south. The site is currently vacant, although a nursery (horticulture) was formerly located on the lot. A segment of the Hetch-Hetchy Trail traverses the site in an east-west direction over a San Francisco Public Utilities Commission (SFPUC) utilities easement. The utilities easement houses two pipelines in an 80 foot easement.

II. DETERMINATION

In accordance with local procedures regarding the California Environmental Quality Act (CEQA), the Community Development Director has conducted an Initial Study to determine whether the proposed project may have a significant adverse effect on the environment, and on the basis of that study recommends the following determination:

The proposed project will not have a significant effect on the environment, and therefore, an Environmental Impact Report (EIR) is not required.

The Initial Study incorporates all relevant information regarding potential environmental effects of the project and confirms the determination that an EIR is not required.

III. FINDINGS

Based on the findings of the Initial Study, the proposed project will not have a significant effect on the environment for the following reasons:

A. As discussed in the preceding sections, the proposed project does not have the potential to significantly degrade the quality of the environment, including effects on animals or plants, or to eliminate historic or prehistoric sites.

B. As discussed in the preceding sections, both short-term and long-term environmental effects associated with the proposed project will be less than significant.

C. When impacts associated with the adoption of the proposed project are considered alone or in combination with other impacts, the project-related impacts are insignificant.

D. The above discussions do not identify any substantial adverse impacts to people as a result of the proposed project.

E. This determination reflects the independent judgment of the City.

Aarti Shrivastava, Principle Planner Date